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UNITED STATES DEPARTMENT OF AGRICULTURE

BULLETIN No. 387

Contribution from Office of Public Roads and Rural Engineering
LOGAN WALLER PAGE, Director

Washington, D. C. ▼ February 20, 1917

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PUBLIC ROAD MILEAGE AND REVENUES IN THE SOUTHERN STATES, 1914

A COMPILATION SHOWING MILEAGE OF IMPROVED AND UNIMPROVED ROADS, SOURCES AND AMOUNTS OF ROAD REVENUES, BONDS ISSUED AND OUTSTANDING, AND A DESCRIPTION OF THE SYSTEMS OF ROAD ADMINISTRATION, FISCAL MANAGEMENT AND OTHER FACTORS AFFECTING ROAD IMPROVEMENT IN EACH STATE

Prepared Jointly by the
Division of Road Economics of the Office of Public Roads
and Rural Engineering, and State Collaborators

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INTRODUCTORY.

In 1904 the Office of Public Roads adopted the policy of conducting an investigation every five years to determine the mileage of improved and unimproved roads, the revenues for road purposes, and other related data. In accordance with this policy Public Roads Bulletin No. 32 was issued, giving such information as was obtainable for the calendar year 1904, then Public Roads Bulletin No. 41, giving such information as was available for the calendar year 1909. The investigation made for the year 1914 followed somewhat different lines, as a

closer cooperation was maintained with State highway departments, and wherever practicable the information was collected directly by collaborators named by the respective State highway departments and acting under specific instructions from this office. This policy was not practicable in connection with earlier bulletins owing to the fact that many of the States then had no organized highway departments.

For convenient reference and to avoid delay in publication, the information obtained from the Southern States is published in this bulletin. Bulletins on this subject covering the Middle Atlantic States and the New England States have been issued, and the Middle Western and Western States will be dealt with in a subsequent publication.

WORKING PLAN AND SOURCES OF INFORMATION.

The method of procedure followed in obtaining the information contained in this bulletin was as follows:

A series of card inquiry forms, designated A, B, C, and D, covering, respectively, mileage, taxation and revenues, administrative organization, and bond issues, was prepared and submitted to the various State highway departments for suggestion and approval. After changes were made to meet conditions peculiar to individual States, supplies of the card forms, with necessary stationery, were sent to each State collaborator, and correspondence then was conducted by the collaborators under Government frank with the respective county and township officials.

In many instances it was impossible for the collaborators to obtain replies from all local officials, and accordingly letters and forms were sent directly from this office to such local officials. In the course of the investigation it was found necessary to enlist the aid of local and State road associations, chambers of commerce, automobile clubs, postmasters, and private individuals in order to obtain adequate information. On account of the absence of detailed records in many of the towns and counties utmost accuracy is impossible, and because of the large amount of correspondence necessary to conduct the investigation, considerable delay in the issuance of the bulletins has been unavoidable. The data on mileage and revenues should, therefore, be considered as approximate only.

A summary sheet for each of the forms A, B, C, and D was prepared for each State at the outset of the investigation, and as the card forms were received from local officials or from the State collaborators the information was entered on the summary sheets under appropriate headings. These summaries, when completed, were forwarded to the respective State collaborators or to the heads of the State highway departments, who thereupon prepared a text explanatory of the statistical tables and of the administrative system in effect

in their respective States, or approved a text prepared in this Office. The bulletin is issued, therefore, in the form of a series of chapters, each under the authorship or approval of the State official who has cooperated with this Office in assembling the data.

ROAD ADMINISTRATION IN THE SOUTHERN STATES.

In 1914 four of the Southern States, namely, Alabama, Louisiana, Maryland, and Viginia, maintained State highway departments and applied State funds to road improvement. Delaware provided a State highway commissioner for New Castle County and appropriated $10,000 to each county as State aid. Maryland has developed a rather highly centralized highway department, and not only aids the counties in road construction but also has spent considerable money in the construction of State roads, for which State bonds have been issued. In five of the Southern States, namely, Arkansas, Kentucky, North Carolina, Oklahoma, and West Virginia, State highway departments were in operation, but the work of the State highway departments related entirely to educational, advisory, and engineering assistance, except in the State of Arkansas, where $75,000 was provided by the State for the purchase of a crushing plant to be operated by State prisoners. In North Carolina the educational and advisory work was carried on under the direction of the North Carolina Geological and Economic Survey. Georgia had no State highway department, but furnished State convicts for the purpose of building county roads. In five of the Southern States, namely, Florida, Mississippi, South Carolina, Tennessee, and Texas, no State highway departments had been organized and no contributions were made by the States toward local roads.

Since 1914, however, Florida, Mississippi, and Tennessee have established highway departments and Kentucky and Oklahoma have enlarged their highway departments and made provision for granting State aid to the counties. The legislature of Virginia in the early part of 1916 provided for the maintenance of all State roads under the direction of the State highway department. In most of the Southern States the great bulk of road work still is done under the direction of county authorities.

Detailed information as to the administration of public roads in each of the Southern States is given in the chapters which relate respectively to each State.

PUBLIC ROAD REVENUES.

The total revenues applied to roads and bridges in the Southern States in 1914 amounted to $52,516,559.73, including State appropriations, amounts derived from local taxation, and expenditures from bond issues, both State and local. In 1904 the total revenues applied to this purpose amounted to $21,590,682.29, thus showing

that during the 10-year period 1905 to 1914, inclusive, the revenues increased $30,925,877.44 or 143.2 per cent. Table 1 presents in condensed form the information assembled concerning revenues for the Southern States for the year 1914, with comparative information for the year 1904.

TABLE 1.—*Revenues applied to roads and bridges, 1914.*

States.	Total revenues applied to roads and bridges.		Increase in revenues over 1904.	
	1914	1904	Total.	Percentage.
Alabama	$3,949,019.00	$1,576,434.27	$2,372,584.73	150.5
Arkansas	1,522,696.20	1,395,342.80	127,353.40	9.1
Delaware	511,628.00	90,802.88	420,825.12	463.4
Florida	2,280,255.09	577,577.10	1,702,677.99	294.7
Georgia	3,688,172.25	2,080,872.33	1,607,299.92	77.2
Kentucky	2,474,621.00	2,148,689.03	325,931.97	15.1
Louisiana	1,777,572.12	951,872.86	825,699.26	86.7
Maryland	6,000,652.03	873,470.50	5,127,181.53	586.9
Mississippi	3,960,377.00	1,675,485.45	2,284,891.55	136.3
North Carolina	5,215,490.78	1,358,687.00	3,856,803.78	283.8
Oklahoma	2,112,680.80	774,775.59	1,337,905.21	172.6
South Carolina	1,024,486.37	745,701.50	278,778.87	37.4
Tennessee	2,370,560.16	1,621,777.15	748,783.01	46.1
Texas	9,920,079.11	4,138,157.49	5,781,921.62	139.7
Virginia	3,224,528.82	687,751.06	2,536,777.76	368.8
West Virginia	2,483,747.00	893,285.28	1,590,461.72	178.0
Total	52,516,559.73	21,590,682.29	30,925,877.44	143.2

An interesting comparison showing the average revenues for roads and bridges in the Southern States per mile of road, per square mile of area, per 1,000 of rural population, and per $100 of assessed valuation for the years 1904 and 1914 is presented in Table 2. This average does not indicate, however, the distribution of expenditures, as between construction and maintenance.

TABLE 2.—*Relation of public road and bridge revenues to mileage, area, population, and assessed valuation, 1904 and 1914.*

States.	Revenues.							
	Per mile of road.		Per square mile of area.		Per capita.		Per $100 of assessed valuation.	
	1904	1914	1904	1914	1904 [1]	1914 [2]	1904 [3]	1914 [4]
Alabama	$31.47	$71.22	$30.74	$77.01	$0.86	$1.84	$0.53	$0.69
Arkansas	38.28	30.00	26.56	28.99	1.06	.96	.62	.36
Delaware	30.26	139.25	46.21	260.37	.49	2.52	.13	.545
Florida	33.24	126.71	10.52	41.56	1.09	3.02	.56	1.07
Georgia	36.37	45.72	35.43	62.80	.93	1.41	.44	.437
Kentucky	37.60	42.52	53.47	61.58	1.00	1.08	.30	.239
Louisiana	38.23	72.37	20.96	39.10	.68	1.073	.30	.322
Maryland	52.07	364.60	87.86	603.62	.73	4.63	.12	.485
Mississippi	43.29	86.51	36.13	85.42	1.08	2.20	.77	.962
North Carolina	27.30	102.75	27.87	107.00	.71	2.36	.39	.697
Oklahoma	17.79	19.57	11.16	30.45	1.94	1.274	.87	.1769
South Carolina	17.82	24.26	24.45	33.59	.55	.67	.38	.351
Tennessee	33.10	51.48	38.90	56.86	.80	1.08	.39	.378
Texas	34.08	76.92	15.77	37.80	1.35	2.54	.40	.391
Virginia	13.27	60.39	17.08	80.08	.37	1.56	.14	.372
West Virginia	34.12	77.55	37.18	103.39	.93	2.03	.35	.212
Weighted averages	31.51	64.47	24.58	59.79	.89	1.81	.36	.41

[1] Based on the 1900 United States Census.
[2] Based on the 1910 United States Census.
[3] Based on the 1902 United States Census.
[4] Based on the 1912 United States Census.

COUNTY AND DISTRICT ROAD AND BRIDGE BOND ISSUES.

The total county and district road and bridge bonds outstanding on January 1, 1915, in the Southern States amounted to $64,639,060.83. In the year 1914 there was expended from local bond issues $13,206,275.71; there was retired, $1,017,164.34; there was voted $14,165,201.60, and there was sold $12,738,016.60. In addition to the county and district bonds the State of Maryland had outstanding on January 1, 1915, $12,410,000 of road and bridge bonds. These bonds were issued for the purpose of building a system of State roads. This makes a total of road and bridge bonds outstanding on January 1, 1915, State and local, of $77,049,060.83.

Information in regard to bond issues by States is presented in Table 3, and detailed information, showing bond issues by counties, is shown in the State chapters.

TABLE 3.—*County and district road and bridge bond issues.*

States.	Total outstanding Jan. 1, 1915.	Expended from bond issues during 1914.	Retired during 1914.	Voted during 1914.	Sold during 1914.
Alabama	$5,418,000.00	$1,013,210.00	.....	.....	.....
Arkansas	1,467,066.00	.....	.....	$1,191,426.00	$1,191,426.00
Delaware	1,280,000.00	362,000.00	.....	150,000.00	150,000.00
Florida	5,959,199.22	765,051.77	$18,500.00	800,000.00	1,505,000.00
Georgia	127,500.00	.....	2,050.00	60,000.00	.....
Kentucky	705,000.00	19,000.00	.....	150,000.00	125,000.00
Louisiana	1,588,835.26	486,388.69	24,500.00	1,732,000.00	1,161,000.00
Maryland	443,700.00	114,542.36	26,500.00	26,000.00	26,000.00
Mississippi	8,327,172.00	2,051,452.71	40,000.00	1,225,500.00	1,778,500.00
North Carolina	8,955,300.00	2,430,000.00	.....	1,119,500.00	2,709,000.00
Oklahoma	1,440,000.00	.....	.....	.....	.....
South Carolina	460,000.00	34,000.00	.....	75,000.00	75,000.00
Tennessee	6,898,276.89	778,306.52	128,421.11	486,500.00	445,000.00
Texas	14,615,016.53	4,152,456.72	266,255.00	6,783,275.60	3,119,990.60
Virginia	5,650,994.93	999,866.94	510,938.23	366,000.00	452,100.00
West Virginia	[1] 1,303,000.00	[2]	[2]	[2]	[2]
Total	64,639,060.83	13,206,275.71	1,017,164.34	14,165,201.60	12,738,016.60

[1] July 1, 1915. [2] Unable to ascertain amounts.

ROAD MILEAGE.

The total road mileage in the Southern States as of January 1, 1915, was 814,565, of which 73,594.78 miles, or 9.03 per cent, were surfaced. This does not include streets in incorporated cities and towns. By comparing these figures with former investigations in the same States it appears that between December 31, 1909, and December 31, 1914, 30,018.60 miles were surfaced. The total road mileage and the mileage surfaced as of 1914, and comparative mileage for 1909, are shown for the Southern States in Table 4. Detailed information on this subject is presented by counties in the State chapters.

TABLE 4.—*Road mileage.*

States.	Total road mileage close of 1914.	Miles surfaced close of 1914.	Miles surfaced 1910 to 1914, inclusive.	Percentage surfaced.	
				1909	1914
Alabama	55,446	4,988.5	1,724.57	6.58	8.99
Arkansas	50,743	1,097.5	11.75	2.97	2.16
Delaware	3,674	243.5	57.10	6.22	6.62
Florida	17,995	2,830.47	1,078.12	9.97	15.72
Georgia	80,669	12,342.12	6,364.12	7.27	15.30
Kentucky	57,916	12,403.28	2,288.33	18.82	21.40
Louisiana	24,563	2,067.62	1,796.12	1.32	8.42
Maryland	16,458	2,489.26	346.96	12.77	15.15
Mississippi	45,779	2,133.35	1,791.10	.86	4.66
North Carolina	50,758	6,003.75	3,690.75	4.79	11.82
Oklahoma	107,916	121.6	[1] 239.40	.50	.11
South Carolina	42,226	3,270.5	[1] 264.25	11.02	7.74
Tennessee	46,050	8,102.0	2,748.50	11.66	17.59
Texas	128,960	10,526.79	5,640.79	3.80	8.16
Virginia	53,388	3,909.57	2,006.82	4.38	7.32
West Virginia	32,024	1,064.97	473.57	1.84	3.32
Total and average	814,565	73,594.78	30,018.60	6.08	9.03

[1] Decrease.

The relation of total mileage and surfaced mileage to area and rural population in the Southern States for the years 1904, 1909, and 1914 is presented in Table 5.

TABLE 5.—*Relation of total mileage and surfaced mileage to area and rural population.*

States.	Total mileage.						Surfaced mileage.					
	Per square mile of area.			Per 1,000 rural population.			Per square mile of area.			Per 1,000 rural population.		
	1904	1909	1914	1904 [1]	1909 [2]	1914 [2]	1904	1909	1914	1904 [1]	1909 [2]	1914
Alabama	0.97	0.96	1.08	31.5	28.0	31.3	0.033	0.063	0.097	1.06	1.84	2.82
Arkansas	.67	.69	.96	30.3	26.5	36.9	.004	.02	.02	.196	.79	.80
Delaware	1.53	1.53	1.86	30.3	28.5	34.9	.03	.095	1.24	.667	1.77	2.32
Florida	.31	.32	.33	41.2	32.9	33.6	.016	.032	.052	2.09	3.28	5.29
Georgia	.96	1.40	1.37	30.5	39.7	38.9	.028	.101	.210	.873	2.88	5.96
Kentucky	1.42	1.33	1.44	34.0	30.9	33.4	.236	.251	.308	5.64	5.83	7.15
Louisiana	.54	.55	.54	24.5	21.5	21.1	.0007	.007	.05	.0334	.0284	1.78
Maryland	1.68	1.68	1.65	28.1	26.3	25.8	.15	.22	.25	2.63	3.36	3.90
Mississippi	.83	.85	.99	27.0	24.9	28.8	.003	.007	.046	.104	.215	1.34
North Carolina	1.00	.99	1.04	29.1	25.5	26.8	.025	.047	.123	.087	1.22	3.18
Oklahoma	1.10	1.02	1.55	59.5	53.3	80.7	.000	.0052	.0017	.000	.27	.0912
South Carolina	1.30	1.05	1.38	35.7	24.8	32.7	.061	.115	.107	1.60	2.74	2.53
Tennessee	1.17	1.10	1.10	28.9	26.3	26.4	.102	.128	.194	2.52	3.07	4.64
Texas	.46	.49	.49	48.0	43.6	43.6	.081	.186	.401	.841	1.65	3.56
Virginia	1.29	1.07	1.32	34.2	27.3	33.7	.039	.047	.097	1.05	1.20	2.46
West Virginia	1.06	1.33	1.33	31.4	32.3	32.3	.001	.002	.044	.31	.595	1.07
Average	.78	.83	.92	34.0	31.9	35.7	.031	.050	.083	1.35	1.93	3.23

[1] Based on the United States census for 1900. [2] Based on the United States census for 1910.

A diagram, Fig. 1, shows the percentage of surfaced roads for the Southern States at the close of the years 1904, 1909, and 1914.

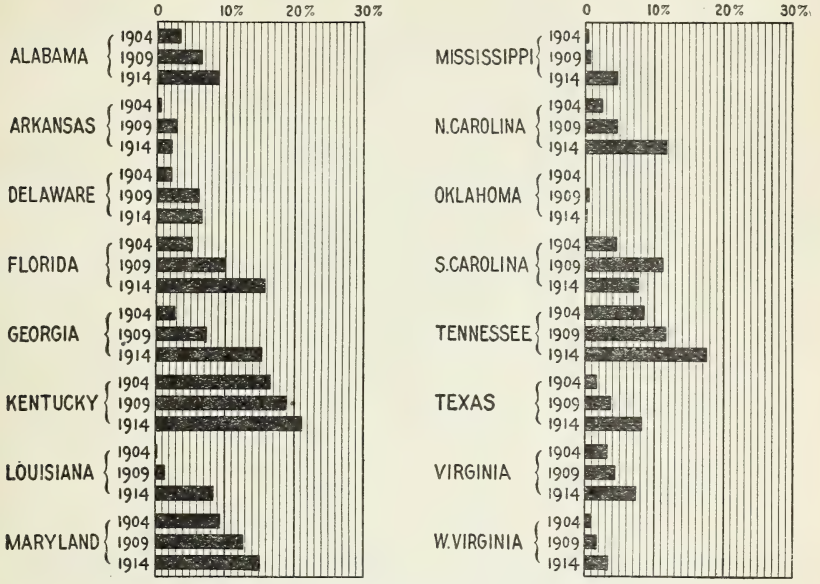

FIG. 1.—Percentage of surfaced roads in Southern States 1904, 1909, and 1914.

This diagram also shows in a striking manner the strides which have been made in road improvement in the South during the past 10 years.

TYPES OF SURFACED ROADS.

Of the 73,594.78 miles of surfaced roads in the Southern States at the close of 1914, 29,287.88 miles, or 39.80 per cent, were sand clay; 21,377.37 miles, or 29.05 per cent, were macadam; 17,440.02 miles, or 23.7 per cent, were gravel; 1,994.36 miles, or 2.71 per cent, were bituminous macadam; 1,924.68 miles, or 2.61 per cent, were shell; 379.81 miles, or 0.51 per cent, were brick; 273.24 miles, or 0.37 per cent, were concrete; and 917.42 miles, or 1.25 per cent, were surfaced with other materials. The distribution of types of surfaced roads as of January 1, 1915, is shown by States in Table 6.

TABLE 6.—*Distribution of types of surfaced roads, 1914.*

States.	Types.								Total.
	Macadam.	Bituminous macadam.	Gravel.	Sand clay.	Shell.	Brick.	Concrete.	Miscellaneous.	
Alabama	431.00	31.00	2,589.50	1,916.00	20.00	.....	1.00	.....	4,988.50
Arkansas	362.50	4.00	535.00	175.00	.....	.....	21.00	.....	1,097.50
Delaware	161.50	35.50	21.00	.....	25.50	.....	.....	.....	243.50
Florida	829.16	42.80	42.50	1,163.00	362.77	256.24	12.00	[1] 122.00	2,830.47
Georgia	234.00	87.00	1,073.00	10,778.00	45.00	1.72	.40	123.00	12,342.12
Kentucky	10,628.00	59.03	1,713.50	.....	.....	.25	2.50	.....	12,403.28
Louisiana	.....	.....	430.00	1,448.00	107.50	.....	.....	82.12	2,067.62
Maryland	488.70	1,042.31	243.95	69.00	455.96	.....	189.34	.....	2,489.26
Mississippi	86.00	29.50	1,281.10	604.25	114.00	.....	14.00	4.50	2,133.35
North Carolina	1,111.00	9.00	529.00	4,313.50	.....	.....	1.25	40.00	6,003.75
Oklahoma	6.70	3.00	6.90	105.00	.....	.....	.....	.....	121.60
South Carolina	27.50	3.50	85.00	3,101.00	53.50	.....	.....	.....	3,270.50
Tennessee	4,550.50	148.00	2,788.00	613.00	.....	.50	2.00	.....	8,102.00
Texas	511.00	181.00	5,258.98	3,490.48	740.45	.....	11.25	333.63	10,526.79
Virginia	1,177.89	255.77	822.09	1,511.65	.....	.....	.....	[2] 142.17	3,909.57
West Virginia	771.92	62.95	20.50	.....	.....	121.10	18.50	[3] 70.00	1,064.97
Total	21,377.37	1,994.36	17,440.02	29,287.88	1,924.68	379.81	273.24	917.42	73,594.78
Per cent of total surfaced	29.05	2.71	23.70	39.80	2.61	.51	.37	1.25	100.00

[1] Principally sand asphalt. [2] Principally shell. [3] Shale.

Detailed information regarding sources and amounts of revenues, bonds issued and outstanding, total mileage of roads, mileage surfaced, systems of administration, and other factors affecting road improvement is presented in the following chapters for the Southern States.

ALABAMA.

Alabama has a land area of 51,279 square miles, a total road mileage of 55,446, and a population, according to the 1910 Census, of 2,138,093. The State has a population of 41.7 per square mile of area and 38.56 per mile of road, with 1.08 miles of road per square mile of area. Of the population in 1910, 82.7 per cent, or 1,767,662, was rural, thus indicating a rural population of 31.9 per mile of road.

In 1911 the legislature enacted a law creating a State highway department, which is composed of a State highway commission and a State highway engineer. The State highway commission consists of a professor of civil engineering from the Alabama Polytechnic Institute, the State geologist, and three other members appointed by the governor.

The State highway engineer is elected by the State highway commission and holds office subject to the pleasure of the commission. The State highway engineer, with the consent and advice of the State highway commission, may employ such assistant engineers and clerical help as may be necessary. He is vested with authority to determine the character and have general supervision of the construction and repair of all State-aid roads, and may be consulted by

local road authorities concerning any question that involves highways and bridges under their control. He may in like manner call on such local authorities for any information or assistance they may be able to render with reference to the highways under their control.

The act creating the State highway department required the State highway engineer to prepare a map of such of the main highways of the State as in his judgment were of sufficient importance to be designated as a system of trunk or State roads, to be improved by the State and counties jointly, and to report same to the State highway commission for submission to the legislature. Such report was submitted to the legislature and, by an act approved September 10, 1915, a system of State trunk roads was designated for improvement and maintenance in accordance with standards established by the State highway department. It was made unlawful to spend any money appropriated by the State on any other roads than those comprised in said designated system until after their improvement. The State will pay one-half the cost of constructing the trunk line roads. An annual appropriation of $154,000 is made from the net revenue derived from the convict fund for the support of the State highway department and for State aid in road work.

It is the duty of the State highway commission to prescribe rules and regulations under which the State highway engineer shall require roads constructed or improved in any county with State aid to be kept in proper repair, and should any county fail or refuse to carry out any reasonable recommendations of the State highway engineer relating to the repair of such roads, the work may be done by the State and the expense therefor shall be paid by the county or may be paid out of any money that may be due or that may become due such county from the State-aid appropriation.

The courts of county commissioners, boards of revenue, or other like governing bodies in the several counties, are vested with the general supervision of the public roads, bridges, and ferries in their respective counties. They may establish, promulgate, and enforce rules and regulations and make and enter into such contracts as they may deem necessary for the construction and maintenance of a good system of public roads, bridges and ferries, and regulate the use thereof.

All able-bodied males between 18 and 45 years of age are liable to work on the roads in their respective counties not more than 10 days each year or to pay such amount in lieu thereof, not exceeding $5, as may be determined by the court of county commissioners, board of revenue, or other like governing body. The amount of money paid in lieu of said road work shall go into the county road fund. No person shall be liable to road duty in any county having an assessed property valuation of $100,000,000.

The courts of county commissioners, boards of revenue, or other like governing bodies, may, for the purpose of maintaining roads, bridges or ferries, impose upon the owners of vehicles used upon the public roads of the county such license taxes as they may deem advisable. On vote of a majority of the qualified electors of a county voting at an election held for that purpose, bonds may be issued for public improvements or to pay debts created for such improvements, including the building of roads and bridges, but the aggregate amount of indebtedness that may thus be created shall not exceed 3 per cent of the assessed value of the property in such county. Said courts, or boards, may levy and collect such special taxes as they may deem necessary, not to exceed one-fourth of 1 per cent of the assessed value of property in the county, for the purpose of paying any debt or liability created, or that may be created, for erecting public buildings or constructing roads and bridges.

Convicts of a county may be worked on its roads, bridges or ferries, or in the preparation of road materials, or said convicts may be hired to or from another county or from the State.

REVENUES APPLIED TO ROADS AND BRIDGES IN 1914.

It was impossible to secure complete information on taxation and revenues from every county in the State, but from the reports received it appears that $2,488,805.51 was received from taxation and applied to roads in 1914. Of this amount $612,095.02 was obtained from the regular levy, $103,822 from statute labor tax paid in cash, $91,237.59 from general funds and applied to interest and principal on road bonds, and $1,681,650.90 from general and special funds.

Fifteen out of the 67 counties in the State report that they are still making use of the statute labor tax. A total of 47,600 men is reported as having worked the roads from 3½ to 10 days each. The cash value of this labor at the prevailing rate of wages amounted to $302,025.

By adding $302,025, the cash value of the labor tax, and $1,013,210, the amount obtained from bond issues and expended on roads in 1914, and $144,978, the State-aid appropriation for 1914, to the totals above, it appears that the aggregate expenditure for roads in 1914 amounted to $3,949,019. This includes $91,237.59 paid out by counties for interest and principal on road bonds. It was impracticable to separate this item from the total. In 1904 the total property and labor tax amounted to $1,576,434.27, thus showing that during the past 10 years the road revenues increased $2,372,584.73, or 150.5 per cent.

The use of the statute labor tax appears to have declined steadily since 1904, for during that year 153,419 men were reported as having

worked the roads, and the value of such labor amounted to $1,198,394. The principal increases in revenues are, therefore, property taxes paid in cash, which accounts for the steady increase in the surfaced road mileage of the State.

The county tax rates for roads, the total receipts from taxation and the statute labor road tax are shown by counties in Table 7.[1]

ROAD AND BRIDGE BONDS.

On January 1, 1915, a total of $5,418,000 of county road and bridge bonds was outstanding. This includes $372,000 of road warrants. During the year 1914, $1,013,210 was expended from road bonds. The total bonds and warrants outstanding and the amounts expended from bond issues in 1914 are shown by counties in Table No. 23.

ROAD MILEAGE.

In 1904 Alabama reported 50,089 miles of public roads, in 1909, 49,639 miles, and in 1914, 55,446 miles. The surfaced roads of the State reported were 1,720 miles for 1904, 3,263.93 miles in 1909, and 4,988.5 miles in 1914. The percentage of all roads surfaced was therefore 3.43 per cent in 1904, 6.58 per cent in 1909, and 8.99 per cent in 1914. Of the latter 431 miles were macadam, 2,589.5 gravel, 1,916 sand clay, 31 bituminous macadam, 20 shell, and 1 concrete. In addition to the surfaced roads, 2,023.5 miles were reported as graded and drained earth roads. While some of the counties reported a smaller mileage of surfaced roads in 1914 than in 1909, it appears that if the State is taken as a whole a total of 1,724.57 miles of roads were surfaced during the five-year period, January 1, 1910, to December 31, 1914.

The total mileage of roads, the miles surfaced, the percentage surfaced, and the mileage of graded and drained earth roads are shown by counties in Table 37.

ARKANSAS.

Arkansas has a land area of 52,525 square miles, a total road mileage of 50,743, and a population, according to the 1910 census, of 1,574,449. The State, therefore, has a population of 29.97 per square mile of area and 31.02 per mile of road, with 0.96 mile of road per square mile of area. Of the population in 1910, 87.1 per cent, or 1,371,768, was rural, thus indicating a rural population of 27.03 per mile of road.

In the legislative session of 1913 there was established the department of State lands, highways and improvements, the executive head of which is the Commissioner of State lands, highways and improvements. There also was created a State highway commission

[1] All tables referred to in the text under the respective States will be found in the appendix.

to consist, ex officio, of the commissioner of State lands, highways and improvements, as chairman, and two other members to be appointed by the governor to serve for terms of two years each. Subject to the approval of the State highway commission, the commissioner of State lands, highways and improvements appoints a State highway engineer. The head professor of civil engineering in the State university is ex officio consulting engineer of the department of State lands, highways and improvements. There is a highway improvement fund which consists of all fees accruing in the office of State lands, highways and improvements, and the proceeds from the registration and licensing of motor vehicles. The work of the State highway department embraces the educational, advisory, and constructive phases of road work as follows:

(1) The holding of road institutes in each county every year and the issuance of bulletins pertaining to road work.

(2) Consultation relative to and investigation of all road and bridge matters upon request.

(3) Making preliminary surveys, plans, estimates, and specifications of all road work contemplated under the general road district law and the working of all available State convicts on the public roads or in the preparation of road materials.

The constitution gives the county courts exclusive original jurisdiction over all matters relating to roads, bridges and ferries. The county courts, with approval of the quorum court, may appoint a commissioner of roads, highways and bridges for their respective counties, to have charge of the building and repairing of roads and bridges under the direction of the county judge. Said court shall divide the county into convenient road districts and appoint an overseer for each such district. In six counties a county highway engineer may be appointed by the county courts for a term of one year. Where a county highway engineer is appointed he shall have supervision over all road work and shall direct the overseers in the performance of their duties. In counties having the county engineer system, all work may be done by contract, the county engineer to prepare plans, estimates and specifications and let the work to the lowest responsible bidder, the funds for paying same to be derived from the general 2½ or 3 mill road tax. An optional system for working roads is provided, subject to adoption by the county court, whereby each political township is made a road district and a township road overseer is to be elected at each general election.

Road improvement districts may be created by the county court when petitioned for by a majority in land value, acreage, or number of land owners within the proposed district and after the required public notice and hearing.

An appeal from the order of the county court creating a road district may be taken at any time within 30 days. The county court at the same time that it orders the creation of a road improvement district shall appoint three owners of real estate in the district to act as the board of commissioners for such district. The board of commissioners may appoint an engineer or have the work done under direct supervision of the State highway department. The cost of the proposed improvement shall be paid by a tax levy on real property in proportion to the benefits that will accrue thereto and the amount of such benefits shall be determined by a board of assessors to be appointed for that purpose, but not more than 20 per cent of such tax may be required to be paid in any one year.

Numerous special laws have been enacted under which road and bridge work in many of the counties is done. These special laws vary the system of administration slightly from that provided by the general law and in many of the counties create road officials under designations or titles different from those authorized by the general law.

The county court, with approval of the quorum court, may levy annually for road purposes not less than 2½ mills nor more than 3 mills on each $1 of taxable property in the county. Various provisions exist whereby road bonds may be issued and limiting the amount of such bonds that may be issued, the maximum limit being prescribed for road improvement districts which are authorized to issue bonds in such amounts, exclusive of interest, as will not exceed 30 per cent of the total assessed value of the real property located within the district.

Male persons between the ages of 18 and 45, not exempt by law, may be required to work not exceeding 10 days annually on the public highways, or to pay in lieu thereof the sum of $1 for each day of work so required. However, most counties require only four days. Provision is made for the working of county convicts on the public highways.

REVENUE APPLIED TO ROADS AND BRIDGES DURING 1914.

In 1914 the total receipts from taxation applied to roads and bridges amounted to $1,522,696.20, of which $1,259,242.20 was obtained from general county taxes, $103,454 was the cash value of the statute labor tax, $45,000 was obtained from bond issues, and $115,000 appropriated by the State, of which $25,000 was for engineering and inspection, $15,000 for administration of the State highway department and $75,000 for the purchase of a crushing plant to be used by State prisoners.

In 1904 the total expenditures for public roads in Arkansas amounted to $1,395,342.80, of which $681,933.80 was obtained from

property taxes paid in cash, while $713,409 represented the cash value of the statute labor tax. It thus appears that the total receipts from taxation, including the State appropriation, applied to roads increased during the 10-year period $127,353.40, or 9.1 per cent. The receipts from the property tax alone during this period increased 84.6 per cent, while the receipts from the statute labor tax were nearly seven times as great in 1904 as in 1914. It is quite likely, however, that complete information on the statute labor tax was not obtained for the year 1914.

The information showing the revenue applied to roads and bridges for the year 1914 is contained in Table 8.

ROAD AND BRIDGE BONDS AND SCRIP.

The total road and bridge bonds and scrip outstanding on January 1, 1915, amounted to $1,467,066, comprising $1,249,926 in bonds and $217,140 in scrip. The scrip consisted of noninterest-bearing short-time loans or warrants issued to meet current expenses. During the year 1914 a total of $1,191,426 road and bridge bonds were voted and sold. These bonds run from 12 to 20 years and bear 6 per cent interest. They were sold at from 98 to 101 cents on the dollar.

Detailed information showing bonds and scrip by counties is contained in Table 24.

ROAD MILEAGE.

At the close of 1914, Arkansas reported 50,743 miles of public road, of which 1,097 miles, or 2.16 per cent, were surfaced. Of the surfaced roads 362.5 miles were plain macadam, 535 miles gravel, 175 sand clay, 21 concrete, and 4 miles bituminous macadam. There were also 16,305 miles of earth road reported as graded and drained. Pulaski County reported 198.5 miles, or 39 per cent, of surfaced roads. This is the only county in the State that reported more than 100 miles of surfaced road. There are 39 counties in the State which reported no surfaced roads. Quite a number of counties reported a smaller mileage of surfaced roads than was reported for 1909. Several counties also reported large increases in total road mileage, with the result that the total mileage of all roads reported increased from 36,445 miles in 1909 to 50,743 miles in 1914, and that the percentage of surfaced roads shows a decrease on this account from 2.97 in 1909 to 2.16 in 1914. In other words, if the figures reported are correct, Arkansas only had 11.75 more miles of improved roads in 1914 than in 1909. Mileage of surfaced roads outside of incorporated cities is shown in Table 38.

DELAWARE.

Delaware has an area of 1,965 square miles. It has only three counties, of which Sussex is the largest, having an area of 913 square miles, and New Castle is the smallest, having an area of 435 square miles. In 1910 the State had a total population of 202,322, of which 87,411 were in the city of Wilmington.

Each county in Delaware conducts its highway work as a distinct unit. In New Castle County there is a State highway commissioner appointed by the governor for the one county, and a county road engineer appointed by the levy court, but the same man may hold both offices. In the other counties the levy court is the governing body, and a county engineer is appointed by the court. The legislature each year appropriates $30,000 for highway purposes, each county receiving $10,000 as its share.

REVENUES APPLIED TO ROADS AND BRIDGES.

In 1914 a total of $511,628 was applied to road and bridge work in Delaware. Of this amount, $118,628 was derived from county taxation, $31,000 from State-aid appropriations and $362,000 from bond issues. In 1904 the total revenues applied to roads and bridges amounted to $90,803, thus showing that during the 10-year period, 1904 to 1914, the expenditures increased $420,825, or 463 per cent. Table 9 shows the rates of taxation, the amounts derived from taxation and the amounts received from the State and applied to roads in 1914.

ROAD AND BRIDGE BONDS.

On January 1, 1915, the total road and bridge bonds outstanding amounted to $1,280,000 for Kent and New Castle Counties only. In 1914 New Castle voted and sold $150,000 of bridge bonds. During 1914, $362,000 were expended by the counties from road and bridge bonds issued that year and previously. The total bonds outstanding on January 1, 1915, the bonds issued in 1914, and the expenditures from bond funds in 1914 are shown by counties in Table 25.

ROAD MILEAGE.

At the close of 1914 Delaware had 3,674 miles of public road, of which 243.5 miles, or 6.62 per cent, were surfaced. Of the surfaced roads 161.5 miles were macadam, 35.5 bituminous macadam, 21 gravel, and 25.5 shell. In addition to the surfaced roads, 270 miles were graded and drained earth roads. The mileage figures for Delaware are shown in Table 39.

Comparing the mileage figures of 1914 with similar data collected for 1909 shows that the mileage of surfaced roads increased 57.1 miles in the five-year period. The percentage of roads surfaced in 1909 was 6.22.

FLORIDA.

By J. P. Clarkson, *Collaborator United States Office of Public Roads and Rural Engineering.*

Florida has a land area of 54,861 square miles, a total road mileage of 17,995, and a population, according to the 1910 Census, of 752,619. The State, therefore, has a population of 13.71 per square mile of area and 41.82 per mile of road, with 0.33 mile of road per square mile of area. Of the population in 1910, 70.9 per cent, or 533,539, was rural, a rural population of 29.65 per mile of road.

A State road department to consist of five persons, one from each congressional district, appointed by the governor, subject to confirmation by the State senate, was created in 1915. The members of the department elect annually from their membership a chairman and a secretary. The department is required to employ some person well versed in road building to be State road commissioner, and may employ also necessary clerical and engineering assistants. Fifteen per cent of all county motor vehicle licenses is paid into the State treasury for the maintenance of the State road department. The work of the department is mostly of an advisory nature.

General jurisdiction over roads and bridges in the several counties vests in the boards of county commissioners, composed of one commissioner elected from each of the five districts into which each county is divided. Each county commissioner's district constitutes a road district, and it is the duty of the county board of commissioners at its January meeting each year to appoint three commissioners for roads and bridges in each district. The road commissioners lay off the roads in their respective districts into subdivisions of convenient length and appoint an overseer for each subdivision. Each board of commissioners is authorized to employ a county engineer, who, subject to the orders of said board, has general supervision and control of all road and bridge work of the county. On petition of 25 per cent of the duly registered voters who are freeholders residing within territory which it is desired to have constituted a "special road and bridge district," the board of county commissioners shall call an election to determine whether such district shall be created and whether funds for improving the roads therein shall be raised by a special tax or by a bond issue. All work in "special road and bridge districts" is under the supervision and control of the board of county commissioners. Special tax road districts are created by a majority vote at an election called for that purpose on petition of one-fourth of the qualified electors who pay taxes on real and personal property and reside in the district. In addition, a number of special road laws have been enacted and are in force in many counties.

Boards of county commissioners are authorized to levy a general road tax of not to exceed 8 mills on each $1 of real and personal prop-

erty in their respective counties. Said boards also may levy a special road and bridge tax of not to exceed 5 mills on the $1 of all real and personal property in the county, one-half of the amount derived therefrom in incorporated cities to be turned over to the municipal authorities thereof for use on roads and streets. There may be levied in "special tax road districts" not to exceed 5 mills on the $1. The boards of county commissioners are authorized to levy annually on all taxable property in "special road and bridge districts" a tax of not exceeding 10 mills on the $1 for the repair and maintenance of the roads and bridges therein and not exceeding 20 mills on the $1 to pay for the improvements voted at the special election at which such "special road and bridge district" was created. Road bonds may be issued when authorized by a majority vote of the registered voters in the respective counties.

Every able-bodied male person, not exempt by law, over 21 and under 45 years of age, is liable to not more than 6 days' labor on the roads and bridges or to pay $3 in lieu thereof.

The working of both State and county convicts on the public roads is authorized by law.

REVENUES APPLIED TO ROADS AND BRIDGES IN 1914.

The total revenues applied to roads and bridges in 1914 amounted to $2,280,255.09 and comprised the following items: Receipts from general county taxes, $969,825.36; receipts from auto licenses, convicts hired out, special taxes, labor taxes, and other sources, $545,377.96; and expenditures from bond issues, $765,051.77.

In 1904 the total expenditures for this purpose amounted to $577,577.10, showing an increase in the 10-year period of $1,702,677.99, or 294.7 per cent. The cash value of the statute labor tax amounted to $140,393 in 1904, but in 1914 this amounted to only $18,069.09, which shows that the statute labor tax has almost disappeared in Florida.

The receipts from taxation and the tax rates for general county road purposes are shown by counties in Table 10.

ROAD AND BRIDGE BONDS.

The total amount of road and bridge bonds outstanding on January 1, 1915, amounted to $5,959,199.22. This included $48,000 of road warrants. The total expenditure from bonds during the year 1914 amounted to $765,051.77, a total of $800,000 of bonds was voted, $1,505,000 sold and $18,500 retired.

Detailed information regarding the Florida road bonds is given by counties in Table 26.

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ROAD MILEAGE.

The total mileage of public roads at the close of the year 1914 amounted to 17,995, of which 2,830.47 miles, or 15.73 per cent, were surfaced. Of the surfaced roads 829.16 miles were plain macadam, 42.80 bituminous macadam, 362.77 shell, 1,163 sand-clay, 256.24 brick, 42.5 gravel, 12 concrete, and 122 other materials, principally sand-asphalt. The State has 3,686 miles of graded and drained earth roads.

In mileage of surfaced roads, Marion County stands first, with 200 miles, or 22.22 per cent; Gadsden County second, with 185 miles, or 46.25 per cent; Palm Beach County third, with 160 miles, or 44.44 per cent; Orange County fourth, with 157 miles, or 48.3 per cent; Lake County fifth, with 150 miles, or 46.15 per cent; and Duval County sixth, with 144 miles, or 56.47 per cent. Six other counties have more than 100 miles surfaced and 10 counties report none.

In 1909 the surfaced roads amounted to 1,752 miles, or 9.97 per cent, of the total, thus showing that during the 5-year period 1,078 miles were surfaced.

The mileage statistics for the various counties are shown in Table 40.

GEORGIA.[1]

By S. W. McCallie, *State Geologist.*

Georgia has a land area of 58,725 square miles, a total road mileage of 80,669, and a population, according to the 1910 census, of 2,609,121. The State therefore has a population of 44.42 per square mile of area and 32.34 per mile of road, with 1.37 miles of road per square mile of area. Of the population in 1910, 79.4 per cent, or 2,070,471, was rural, thus indicating a rural population of 25.66 per mile of road.

The surface configurations of Georgia vary from a low, level, almost featureless plain only a few feet above sea level to high rugged mountains attaining an altitude of more than 4,000 feet. The State is naturally divided into five physiographic divisions: The Coastal Plain, the Piedmont Plateau, the Appalachian Mountains, the Appalachian Valley and the Cumberland Plateau.

The board of county commissioners, in counties where such boards have been created, or the commissioners of roads and revenues, or the ordinary of each county, has jurisdiction over the roads therein. These officials, in many cases, appoint three district road commissioners for each road district in the county and the district road commissioners appoint one or more road overseers for their respec-

[1] The information contained in the tables [see Appendix] concerning the public roads of Georgia was collected by the State geological survey, in cooperation with the United States Office of Public Roads and Rural Engineering, largely by correspondence, but in some instances personal visits were necessary. The work was begun about the 1st of March, 1915, and completed in December, 1915.

tive districts, the latter having immediate charge of road work. The commissioners of roads and revenues, the ordinary, or such other officers as have charge of county matters in any county, may appoint a "superintendent of public roads." In counties of more than 15,000 and not more than 85,000 population the commissioners of roads and revenues, upon the recommendation of the grand jury, may employ one or more persons as "inspector of roads and bridges."

The commissioners of roads and revenues are authorized to levy a tax of not more than four-tenths of 1 per cent on all taxable property for a "public road fund." They are also authorized to levy a general road tax of from 1 to $2\frac{1}{2}$ mills on the dollar. In addition to the general road taxes authorized by law many counties operate under special laws and are authorized to make special levies in excess of or in lieu of the general levy. Any county or subdivision thereof may issue road bonds in an amount not exceeding 7 per cent of the assessed value of all taxable property therein, when authorized by a two-third vote of the qualified voters of the county. Bonds may be issued without being submitted to a vote of the people in an amount not exceeding one-fifth of 1 per cent of the assessed value of all taxable property in the county.

All male persons between the ages of 21 and 50 years, not exempt by law, are liable to work not exceeding 10 days each year on the roads or commute for same by paying from $2 to $5 in cash, the requirements varying in the different counties. State and county convicts may be worked on the roads.

REVENUES APPLIED TO ROADS AND BRIDGES IN 1914.

The total revenues applied to roads and bridges in 1914 amounted to $3,688,172.25 and comprised the following items: County road and bridge tax, $2,827,352; amount obtained from automobile licenses, $92,739; amount obtained from commutation tax, $708,285; and cash value of statute labor tax, $59,796.25.

In 1904 the total revenues applied to roads and bridges amounted to $2,080,872.33. In the 10-year period revenues for this purpose increased $1,607,299.92, or 77.2 per cent.

Information in regard to the tax rates and the receipts from taxation of the various counties is shown in Table 11.

ROAD AND BRIDGE BONDS.

According to the reports received, $127,500 of road and bridge bonds were outstanding on January 1, 1915, as follows: Ben Hill County, $8,000; Bleckley County, $8,000; Clarke County, $76,500; and Hancock County, $35,000. In 1914 Dade County voted $60,000 of 5 per cent 20-year road and bridge bonds, which were sold during

1915 at 98½ cents on the dollar. Road bonds were retired as follows: Ben Hill County, $350; Towns County, $700 and Turner County, $1,000.

ROAD MILEAGE.

At the close of the year 1914, according to reports received, Georgia had 80,669 miles of public road, of which 12,342.12, or 15.3 per cent, were surfaced. Of the surfaced roads, 10,778 miles were sand clay, 1,073 miles gravel, 234 miles macadam, 87 miles bituminous macadam, 45 miles shell, 1.7 miles brick, 0.4 mile concrete, and 123 miles not classified as to type.

In mileage of surfaced roads, Emanuel County stands first with 500 miles, or 68.8 per cent; Decatur County, second, with 500 miles, or 67 per cent; Richmond County, third, with 405 miles, or 81 per cent; Bulloch County, fourth, with 400 miles, or 53.4 per cent. There are 6 counties having between 300 and 400 miles surfaced, 14 counties having between 200 and 300, 29 counties having between 100 and 200, and 52 counties that reported no surfaced roads. There are 30,554 miles of roads reported as graded and drained earth.

In 1909 there were 5,978 miles, or 7.27 per cent, reported as surfaced, thus indicating that during the 5-year period 6,364 miles were surfaced. Information showing the total mileage of all roads and the miles surfaced in the various counties is contained in Table 41.

KENTUCKY.

By R. C. Terrell, *State Commissioner of Public Roads and Collaborator United States Office of Public Roads and Rural Engineering.*

Kentucky has an area of 40,181 square miles, a total road mileage of 57,916, and a population, according to the 1910 census, of 2,289,905. The State, therefore, has a population of 56.9 per square mile of area and 39.5 per mile of road, with 1.44 miles of road per square mile of area. Of the population in 1910, 75.7 per cent, or 1,734,463 was rural, making a rural population of 29.94 per mile of road.

In 1912 the legislature enacted a law creating a department of public roads, the chief officer of which is the commissioner of public roads, who is appointed by the governor for a term of four years and is required to be a graduate of civil engineering from some reputable university or technical school.

The commissioner of public roads had no authority over county roads, other than in an advisory capacity, and the expenditures of the department of public roads were not to exceed $25,000 annually, to be paid from the State road fund which was composed of the proceeds of the license tax on motor vehicles. In 1914 a new law was enacted enlarging the powers of the State commissioner of public roads and levying a State tax of 5 cents on each $100 valu-

ation of all property not exempt from taxation, the proceeds to be credited to the State road fund and apportioned among the several counties of the State in proportion to the road taxes collected therein, no county to receive in any one year more than 2 per cent of the amount collected for the State road fund. Under this new law, a system of public State highways was created to consist of roads connecting the county seats of the various counties of the State, which roads are to be the first to receive State aid.

The commissioner of public roads has general supervision over all public roads and bridges being constructed, improved or maintained in whole or in part by the aid of State money, and he prescribes rules and regulations fixing the duties of county road engineers and their employees in respect to the roads and bridges composing the system of public State highways and determines the method of construction. One-half of the cost of State-aid road work is to be paid by the State and the counties, respectively. The fiscal court has the plans, specifications, and estimates prepared and submits them to the commissioner of public roads for his approval. After such approval the fiscal court may let the work to contract, after due advertisement, the contract to be approved by the commissioner. After the contract is awarded, the commissioner of public roads appoints an inspector to inspect the work required to be done thereunder. The salary of the inspector is paid out of the sum apportioned to the county from the State road fund.

The fiscal or county courts are vested with the general charge and supervision of the public roads and bridges in their respective counties. The county judge, by and with the consent and approval of the fiscal court, is authorized to appoint a county road engineer who shall be either a reputable civil engineer or have had two years practical experience as a road builder and shall have passed a creditable examination by the State commissioner of public roads. The judge of each county court may divide the county into road precincts and appoint an overseer for each precinct.

The taxes for ordinary road and bridge purposes are imposed by the fiscal courts of the counties under a constitutional limit of 50 cents on the $100 for all purposes other than schools. All able-bodied male citizens over 18 and under 50 years of age, not exempt by law, may be required to work on the public roads, either in person or by able-bodied substitute, not exceeding six days each year. An annual poll tax of $1.50 may be levied and the proceeds applied to the maintenance of the public roads of the respective counties. Bonds may be issued for road and bridge purposes by the fiscal court when so authorized by a majority vote at an election called for that purpose by the county court upon petition of 150 legal voters who are freeholders of the county. The amount of such

bonds that may be issued shall not exceed 5 per cent of the value of the taxable property therein or shall not require a tax levy for interest and sinking fund in excess of 20 cents on the $100 of assessed valuation of the county. County prisoners may be worked on the public highways and bridges.

REVENUES APPLIED TO ROADS AND BRIDGES IN 1914.

The total revenue applied to roads during 1914 amounted to $2,474,621, of which $2,180,997 was derived from property taxes, $201,027 representing the cash value of the statute labor tax, $55,597 poll taxes and donations, $19,000 expenditures from bond issues, and $18,000 expended from automobile licenses for the maintenance of the State highway department. A property tax, paid in cash, was levied in 101 of the 120 counties. The rate varied from a minimum of 5 cents to a maximum of 40 cents, and averaged for the State 23.1 cents on the $100. In 1904 the total revenue applied to roads, including cash value of statute labor taxes, amounted to $2,148,689.03 thus showing that during the 10-year period expenditures increased $325,931.97, or 15.1 per cent. The use of the statute labor tax has declined steadily during the past 10 years. In 1904 there were 93 counties in which the statute labor tax was in use and the cash value of the labor performed amounted to over $1,000,000, but in 1914 there were only 29 counties using this form of taxation and the cash value of the labor performed amounted to only $201,027.

Information regarding taxation and revenues as applied to roads is shown by counties in Table 12.

ROAD AND BRIDGE BONDS.

The total bonds outstanding on January 1, 1915, according to the reports received, amounted to $705,000. Lewis County voted $150,000, in 1914, of which $125,000 was sold and $19,000 expended. The Lewis County bonds run for 30 years and bear 5 per cent interest. The bonds outstanding on January 1, 1915, are shown by counties in Table 27.

ROAD MILEAGE.

At the close of the year 1914 Kentucky had 57,916 miles of public road, of which 12,403.28 miles, or 21.4 per cent, were reported as surfaced. Of the surfaced roads, 10,628 miles were macadam, 59.03 bituminous macadam, 1,713.5 gravel, 2.5 concrete, and 0.25 brick.

In surfaced road mileage, Jefferson County stood first, with 779.75 miles, or 85.89 per cent; Grant County second, with 490 miles, or 90.74 per cent; Shelby County third, with 402 miles, or 57.26 per cent; Owen County fourth, with 400 miles, or 66.66 per cent; Warren County also has 400 miles, or 40 per cent, surfaced. Ten counties reported between 300 and 400 miles surfaced; 16 coun-

ties reported between 200 and 300 miles; 14 counties reported from 100 to 200 miles; while 40 counties reported no surfaced roads. Twenty-six counties reported a smaller mileage of surfaced roads for 1914 than was reported by them in 1909. In spite of this decrease, however, the complete returns show that during the 5-year period 1909–1914, 2,288.33 miles of road were surfaced and that the percentage of surfaced roads increased from 18.82 in 1909 to 21.4 in 1914. Mileage statistics for the various counties for the year 1914 are shown in Table 42.

LOUISIANA.

Louisiana has a land area of 45,409 square miles, a total road mileage of 24,563, and a population, according to the 1910 census, of 1,656,388. The State, therefore, has a population of 36.47 per square mile of area and 67.43 per mile of road, with 0.54 mile of road per square mile of area. Of the population in 1910, 70 per cent, or 1,159,872 was rural, thus indicating a rural population of 47.22 per mile of road.

The State board of engineers is required to appoint a State highway engineer and such assistant engineers and other help as may be necessary to the proper conduct of the work of establishing, constructing, maintaining and repairing public highways with bridges, culverts, drains, and other appurtenances and accessories incident thereto. When requested so to do by the police jury of a parish or the municipal authorities of any city, town or village, the State board of engineers is required to furnish such parish, city, town or village with plans and specifications and with such advice and assistance as will tend to create a uniform system of public roads throughout the State.

The State highway engineer, subject to the approval of the State board of engineers, is given authority to determine the character, select the materials and have general supervision of the construction and repair of all highways in the improvement of which State aid may be given. Written application for State aid must be made to the State highway engineer by the police juries of parishes and by the mayors or other governing authorities of cities, towns or villages. Upon receipt of such application the State highway engineer is required to send to such authorities blank forms eliciting such information as he may desire concerning the proposed improvement, and he may, subject to the approval of the State board of engineers, approve the same and have plans, specifications and estimates of cost therefor prepared.

Where the cost of the improvement will exceed $2,000, it shall be done by contract, but where such cost will be less than $2,000 it shall be discretionary with the State highway engineer, subject to the approval of the State board of engineers, to let the work to contract

or to have it done by free labor. Of the total cost of all State-aid road work, the State pays one-half, if the funds available are sufficient, and the parish, city, town or village wherein such work of improvement is located is required to pay the remaining portion. The State highway engineer is required to maintain all roads improved with the aid of the State, and the cost of such maintenance is borne one-half by the State and one-half by the parish, city, town or village in which such road may be located. A State highway fund is created to consist of the State road tax levy of one-fourth mill on each $1 of the assessed value of all property assessed for State taxation.

Jurisdiction over all road matters in the various parishes of the State is vested in the police juries, which are authorized to pass all such ordinances as they may deem necessary relative to roads, bridges and ditches, and to impose fines and penalties for failure to observe their orders. They are required to divide parishes into as many districts as they may think proper for the appointment of overseers of roads and shall appoint one overseer for each such district.

The police juries are authorized to have the work of opening and repairing roads and building and repairing bridges done by contract. They may, and on petition of not less than 25 per cent of the property owners, resident and nonresident, shall divide their parishes into one or more road districts. When petitioned by 50 per cent of the land owners, resident and nonresident, they may divide road districts into subroad districts. On request of 50 per cent or more of the property owners, resident and nonresident, in a road district, the police jury is required to appoint for such district a supervising board of five property owners, to have charge and supervision over the road improvement work to be undertaken therein. Otherwise, the police jury is the board of administration or the governing body for the road districts and subroad districts in their respective parishes. Whenever any road construction exceeds $2,000, the plans and specifications shall be prepared and submitted for approval to the State board of engineers.

Of the tax levy of 10 mills on the $1 authorized by the constitution for all county purposes, the police juries may set aside at least 1 mill per annum for the purpose of constructing, maintaining, and repairing the public roads and bridges of their respective parishes. For a like purpose they may impose a per capita tax of $1 upon each able-bodied male between 18 and 55 years of age, and may levy an annual graduated license tax of not less than 25 cents nor more than $1 upon each vehicle, including bicycles, kept within the parish or municipality thereof and used on the public roads.

Parishes and road districts, through the police juries, may issue road bonds not to exceed in the aggregate 10 per cent of the assessed property valuation of the parish or road district, when authorized by

a majority vote of the qualified electors voting at an election held for that purpose provided that the annual tax required to meet the bond issue, added to all other special taxes imposed to extinguish bonds issued for similar purposes, shall not exceed 10 mills on the $1. A special tax for road purposes may be voted in similar manner, if such special tax added to the taxes otherwise levied will not exceed the constitutional limit of 10 mills.

All male persons between 18 and 50 years of age, not exempt by law, may be required to work on the public roads not exceeding 12 days each year or to pay in lieu thereof $1 for each day. Provision also is made for the working of both State and parish convicts on the public roads.

REVENUES APPLIED TO ROADS AND BRIDGES.

The total revenues applied to roads in 1914 amounted to $1,777,572.12, as follows: general road tax, $533,294.10; capitation, vehicle, and special taxes, $250,648.60; cash value of statute labor tax, $45,735; expended by State on State highways, $461,505.73; and expenditures from bond issues, $486,388.69.

The total expenditures in 1904 amounted to $951,872.86, thus showing that during the 10-year period expenditures increased $825,699.26, or 86.7 per cent. The cash value of the statute labor tax decreased from $606,421 in 1904 to $45,735 in 1914.

Information regarding taxation and revenues for 1914 is shown by parishes in Table 13.

ROAD AND BRIDGE BONDS.

On January 1, 1915, according to the reports received from the various parishes, the total road and bridge bonds outstanding amounted to $1,588,835.26. During the year 1914 there was expended from bond issues $486,388.69; there was voted $1,732,000; there was retired $24,500, and there was sold $1,161,000 of road and bridge bonds. Detailed information in regard to bond issues in the various parishes is presented in Table 28.

ROAD MILEAGE.

At the close of the year 1914, Louisiana had 24,563 miles of public road, of which 2,067.6 miles, or 8.42 per cent, were surfaced. Of the surfaced roads 430 miles were gravel, 1,448 sand clay, 107.5 shell, and 82.1 miles of other materials. There were also 7,453 miles of graded and drained earth roads.

In mileage of surfaced road, Rapides Parish stood first with 709 miles, or 54.16 per cent; Ouachita, second with 308 miles, or 50.65 per cent; Washington, third with 183 miles, or 33.27 per cent; Bossier, fourth with 170 miles, or 40.86 per cent; and De Soto fifth with 100 miles, or 25 per cent. There were 38 parishes which reported no surfaced roads. During the five-year period, from the

close of 1909 to the close of 1914, 1,796.1 miles were surfaced. The per cent of surfaced roads increased, therefore, from 1.32 in 1909 to 8.42 in 1914. Detailed information in regard to Louisiana road mileage is shown in Table 43.

MARYLAND.

By H. C. McAvoy, *United States Collaborator.*

Maryland has a land area of 9,941 square miles, a total road mileage of 16,458, and a population, according to the 1910 census, of 1,295,346. The State, therefore, has a population of 130.3 per square mile of area and 78.7 per mile of road, with 1.65 miles of road per square mile of area. Of the population in 1910, 49.2 per cent, or 637,154, was rural, thus indicating a rural population of 38.71 per mile of road.

By an act of the legislature of 1908, as amended, the State roads commission was created and consists of the governor, ex officio, and five members appointed by the governor. The chairman is designated by the governor. The commission elects a secretary and employs a chief engineer, assistant engineers, and other necessary help. The commission must select, construct, improve, and maintain a general system of State roads in and through all of the counties of the State. It is authorized, in carrying out its duties, to take over, by purchase or condemnation, turnpikes forming a section of a main road to be improved by it. The construction and improvement of all State roads or parts thereof are required to be done under the supervision and subject to the approval of the commission, and in accordance with plans and specifications prepared by the chief engineer and approved by the commission. Where the cost of any work on a State road will exceed $500, it shall be let under contract by the commission.

The commission is authorized to contract with the board of commissioners of any county to grade, maintain, and repair, and to more fully construct, the State roads within the borders of such county. The commission is authorized to establish stone-crushing plants, located at such points as to secure most economical water or other transportation, and to work State convicts in operating the same. The use of State convicts in road and bridge construction and maintenance work is also authorized. The commission is empowered to make such regulations and orders as it may deem necessary for the preservation of State roads and to regulate the use of same by traction engines and such other vehicles or conveyances as produce more than ordinary wear thereon.

The State road system, which includes State roads paid for entirely by the State, State-aid roads paid for by the State and counties jointly, and turnpikes purchased by the State, comprises 1,178.22

miles. All funds for the building of State roads are provided by State bond issues. The State roads commission is required to maintain all State roads and is authorized to adopt such method therefor as it may deem best, and to employ necessary engineers, assistants, and other employees. A State tax of 1 cent on each $100 of taxable property is levied to provide a fund for the maintenance and repair of State roads. This fund is supplemented by 80 per cent of the net revenues derived from the registration and licensing of motor vehicles.

Provision is made for the granting of State aid to counties. Application for State aid in the improvement of any roads in a county shall be made by the county board of commissioners to the State roads commission. The commission shall cause necessary surveys, plans, and specifications to be made when such State aid work is approved and undertaken. The work is done by contract let by the county board of commissioners after due advertisement, subject to the approval of the State roads commission. The commission has immediate supervision of work done under contracts. Roads so improved are thereafter county roads and the county is required to maintain them to the satisfaction of the State roads commission, and any county failing to so maintain such roads shall not thereafter receive any State aid. In case of neglect on the part of the county to so maintain such roads, five taxpayers may apply to the circuit court for a writ of mandamus to compel the county commissioners to maintain the road.

Where State-aid work is undertaken, one-half of the cost thereof is to be paid by the State and one-half by the county, but no county shall receive in any year a larger proportion of the total amount appropriated for State aid that year than the proportion which the then existing miles of public roads in said county bears to the then existing total mileage of public roads in all counties of the State applying for State aid, unless an unallotted balance remains, in which event, said balance shall be apportioned in the same manner as the original appropriation among the counties which have not received the full amount of State aid for which application has been made. State-aid funds are provided by direct appropriations from the State treasury.

Jurisdiction over all county road and bridge matters is vested in the respective boards of county commissioners, who appoint road supervisors in those counties having road supervisors and may, when they shall deem it to the public interest, appoint an engineer to supervise and direct all road and bridge construction and repair work. All applications for opening, altering, or closing public roads are required to be by petition to the county board of commissioners.

No general road or bridge tax levy is provided in any of the counties, the levy varying in each county as determined by the county board

of commissioners and as fixed by the legislature at each session. There is no general road-bonding law in Maryland, road bonds issued in the several counties being under special authorization of the legislature and generally after an election thereon. Most of the counties work their convicts on the public roads.

REVENUES APPLIED TO ROADS AND BRIDGES.

In 1914 the total revenues applied to roads and bridges amounted to $6,000,652.03, comprising the following items: general county road tax, $1,047,043.99; miscellaneous revenues, $816,282.68; expenditures from State appropriations and State bond issues applied to State roads, $3,713,279; contributions by counties spent under State supervision on State-aid roads, $309,504; expenditures from county bond issues, $114,542.36.

In 1904 the total revenues applied to roads amounted to $873,470.50, thus showing that in the 10-year period revenues for this purpose increased $5,127,181.53, or 586.9 per cent. This is the largest increase in revenue reported for any Southern State. Detailed information showing tax rates and receipts from taxation for the various counties is shown in Table 14.

BOND ISSUES.

On January 1, 1915, the total county bonds outstanding amounted to $443,700. During the year 1914, $114,542.36 was expended from bond funds and $26,500 of road bonds were retired. Information showing bond issues by counties is presented in Table 29.

On January 1, 1915, State bond issues amounting to $12,410,000 were outstanding. These bonds were issued for the purpose of building a system of State roads. The amount of State bonds outstanding, the interest rate on each group of bonds issued, the date of maturity, and the character of the bonds is presented in Table 29*a*.

ROAD MILEAGE.

At the close of the year 1914 there were 16,458 miles of public road in the State, of which 2,489.26 miles, or 15.1 per cent, were surfaced. Of the surfaced roads, 488.70 were macadam, 1,042.31 bituminous macadam, 189.34 concrete, 243.95 gravel, 455.96 shell, and 69 sand clay.

In mileage of surfaced roads, Baltimore County stands first with 574 miles, or 47 per cent; Dorchester County second, with 215.43 miles, or 30.4 per cent; Montgomery County third, with 197.04 miles, or 23.8 per cent; Anne Arundel County fourth, with 181 miles, or 33.2 per cent; and Washington County fifth, with 152 miles, or 21.5 per cent. Every county in the State reported some surfaced roads.

At the close of 1909 Maryland had 2,142.30 miles, or 12.77 per cent, of surfaced roads, thus indicating that in the 5-year period 346.96 miles were surfaced. Information showing the total mileage and the mileage of surfaced roads in the various counties is contained in Table 44.

MISSISSIPPI.

Mississippi has a land area of 46,362 square miles, a total road mileage of 45,779, and a population, according to the 1910 census, of 1,797,114. The State, therefore, has a population of 38.76 per square mile of area and 39.25 per mile of road, with 0.99 miles of road per square mile of area. Of the population in 1910, 88.5 per cent, or 1,589,803, was rural, thus indicating a rural population of 34.72 per mile of road.

In 1916 a State highway commission was created to consist of three members, one from each supreme court district, appointed by the Governor with the advice and consent of the State senate. Each member of the commission is to serve for a term of six years. The State highway commission elects a State highway engineer, who is required to be a competent civil engineer, experienced and skilled in highway construction and maintenance. The State highway engineer is authorized to appoint, subject to the approval of the commission, necessary clerical and engineering assistants. The work of the commission is mostly of an educational and advisory nature.

The board of supervisors in each county has jurisdiction over the roads, bridges, and ferries therein. It is required to divide the public roads into convenient links and annually appoint one overseer for each link. It is the duty of the overseer to keep in good repair the roads under his charge and to erect such necessary bridges thereon as may be built and kept in repair conveniently by the labor of the hands assigned to him. The supervisor of each district in the several counties has, and is required to exercise, general supervision over the public roads of his district. The board of supervisors in each county may employ a competent person to serve as road and bridge commissioner.

Various provisions of law exist authorizing the building and maintaining of roads by contract to be let by the board of supervisors. Special road districts may be created by the boards of supervisors on petition of a majority of the property owners, or the owners of a majority of the property, in the territory to be embraced therein, and an engineer appointed to have charge of the road improvements therein, the cost of which improvements shall be met by benefit assessments on all real property in the district. Various other methods exist under the law for creating road districts, for raising

road funds therein, either by a tax levy or a bond issue, and for appointing officials, under different designations or titles, to have charge of road improvements to be made therein. The boards of supervisors may require adjoining road districts to connect their improved roads, one with the other, and may apportion the cost equitably between the districts. If a road district shall have improved its roads it may turn such improved roads over to the county and they shall be maintained thereafter by the board of supervisors.

The authorities of any city, town, or village may, if they deem it necessary or to the interest of such city, town or village, extend aid in the improvement of any road leading thereto and as far therefrom as may be deemed proper. A bridge over a stream which divides one county from another shall be constructed jointly by the boards of supervisors of such counties, and any municipality which will be benefited by the building of such bridge may join the counties in its construction.

The board of supervisors may levy an annual road tax of not exceeding 1 mill on all taxable property in the county, but the taxes so levied and collected in any municipality which maintains its own streets shall be divided equally between the county road fund and the municipal street fund. Where the roads of a county, or any portion thereof, are worked under contract, an ad valorem tax of not to exceed 3 mills on $1 may be levied on all taxable property in the county or such portion thereof. The board of supervisors may impose a tax on property contiguous to a shell, macadam, or gravel road, in addition to the other road taxes, for the purpose of constructing or maintaining such roads, when such property will be materially enhanced in value by such improvement.

Where county bonds are issued for the purpose of building a system of intercounty highways, the board of supervisors shall appoint a "county highway commissioner," who shall, subject to the approval of the board, employ a civil engineer and lay out, let to contract, and supervise the construction and maintenance of the roads to be improved with the proceeds of such bond issue. A number of provisions are made for the appointment of special commissioners, highway commissioners, or officers under other designations or titles where road bonds are issued or funds are provided otherwise for road improvements.

Road bonds may be issued by any county in an amount which will not make its indebtedness exceed 10 per cent of the assessed value of taxable property therein. Before bonds are issued, however, the board of supervisors shall give three weeks' notice of intention to issue such bonds and that a meeting will be held for that purpose, and if on or before such meeting there should be filed with the clerk of such board a petition signed by 20 per cent of the qualified electors

of the county against the issuance of said bonds, the proposition shall then be submitted to an election, and a majority vote of those voting shall be necessary to authorize such bond issue. Bonds of any road district may be issued in the same manner.

Where county or district road bonds are issued, it is required that a tax shall be levied adequate for the purpose of maintaining the roads constructed with the proceeds of the bonds issued.

All male persons between 18 and 50 years of age, not exempt by law, are liable to work on the roads not exceeding eight days, or to pay in lieu thereof the sum of $3. The working of county convicts on public highways is authorized by law. Also, to a limited extent, State convicts may be so worked.

REVENUES APPLIED TO ROADS AND BRIDGES.

There are 18 counties in Mississippi from which it was impossible to obtain information on the subject of road taxation and revenues. The total receipts in the 62 counties furnishing complete information amounted to $1,479,417.01, of which $1,086,564.10 was obtained from general taxation in counties, beats and districts, $31,405.55 from automobile registration fees, $321,947.36 from per capita taxation, while $39,500 represented the cash value of the statute labor tax.

Based on reports received, the total receipts from taxation for the whole State should be approximately $1,908,925. The expenditures from bond issues during 1914 amounted to $2,051,452.71, which makes a grand total received from taxation and bond issues and applied to roads during the year of approximately, $3,960,377.

In 1904 the total expenditures for this purpose amounted to $1,675,485.45, thus showing an increase during the 10-year period of $2,284,891.55, or 136.3 per cent. Information showing receipts from taxation for counties which furnished reports is contained in Table 15.

ROAD AND BRIDGE BONDS.

The total road and bridge bonds issued by counties, beats and districts, outstanding on January 1, 1915, amounted to $8,327,172, the expenditures from bond funds during 1914 amounting to $2,051,452.71. In 1914 a total of $40,000 of bonds previously issued were retired, $1,225,500 were voted, and $1,778,500 were sold. The bonds sold during 1914 bear from 5 to 6 per cent interest and run from 10 to 30 years. Detailed information in regard to bond issues by counties, districts and beats is contained in Table 30.

ROAD MILEAGE.

At the close of the year 1914, Mississippi had 45,779 miles of public roads, of which 2,133.35 miles, or 4.66 per cent, were surfaced. Of the surfaced roads, 1,281.10 miles were surfaced with gravel, 604.25 with sand-clay, 114 with shell, 86 with macadam, 29.5 with bituminous macadam, 14 with concrete, 4 with slag, and 0.5 with burnt clay.

In mileage of surfaced roads Lowndes County stood first, with 223 miles, or 54.65 per cent; Lee County, second, with 157 miles, or 50.32 per cent; Monroe County, third, with 150 miles, or 23.07 per cent; Lauderdale County, fourth, with 146.75 miles, or 18.37 per cent; and Hinds County, fifth, with 110 miles, or 12.79 per cent. Noxubee County had 103 miles and Copiah County 100 miles of surfaced roads, while 38 counties reported no surfaced roads. The surfaced and drained earth roads amounted to 13,686 miles.

In 1909 Mississippi reported 39,619 miles of public roads, of which 342.25, or 0.86 per cent, were surfaced. It thus appears that in the 5-year period 1,791.1 miles of road have been surfaced. Detailed information in regard to road mileage in the various counties is contained in Table 45.

NORTH CAROLINA.

By Joseph Hyde Pratt, *State Geologist and Secretary North Carolina Highway Commission, and Collaborator United States Office of Public Roads and Rural Engineering.*

North Carolina has a land area of 48,740 square miles, a population, according to the 1910 Census, of 2,206,287, and a total road mileage of 50,758. The State, therefore, has a population of 45.3 per square mile of area and 43.5 per mile of road, with 1.04 miles of road per square mile of area. Of the population in 1910, 85.6 per cent, or 1,887,813, was rural, thus indicating a rural population of 37.19 per mile of road.

From the coast lowlands westward to the mountains for a distance of over 500 miles there is great variation in topography. The conditions make for complex problems, so that each section has its own, especially with regard to location and surfacing materials. Thus it is found advisable to use macadam, gravel, sand-clay, or topsoil. Material for making sand-clay [1] road is abundant, and such roads meet the traffic requirements over a large portion of the State.

All the road work in North Carolina is directed by county or township officials. Until recent years all road-tax levies were made by the county commissioners and the funds were spent under their direction. Within the past three years, however, especially where road bonds have been issued, special road commissions have been

[1] Sand-clay includes gravel and topsoil.

appointed. During 1914 the road funds of the State were accordingly administered by the county commissioners, county road commissioners, township road commissioners or trustees, or other local officials.

No work has been done directly under the State, except such educational work and engineering assistance as could be rendered by the small annual appropriation of $5,000 allotted for that purpose to the highway department of the North Carolina Geological and Economic Survey. The supervision of the construction of the Hickory Nut Gap Road and of a section of the Central Highway in Madison County was assigned to this department by the legislature of 1913. The use of State convicts for road work also was authorized by act of October 13, 1913.

A State highway commission was created by act of March 5, 1915, to consist of three citizens of the State to be appointed by the governor, the State geologist, and a professor of civil engineering each from the University of North Carolina and from the North Carolina Agricultural and Mechanical College. The commission is required to appoint a State highway engineer. An annual appropriation of $10,000 is made to enable the commission to give engineering advice and assistance to the various counties.

The Mecklenburg law of 1879, which was repealed in 1881, has been reenacted and can be adopted now as the road law of any county by a vote of the county commissioners, on petition signed by a number of the freeholders in the county. It provides for working the public roads partly by the old labor system and partly by taxation. Counties may also work their convicts on their public roads. Prior to the passage of that law all road work was done by the free-labor system, which is still in vogue in a number of counties.

The general assembly of 1913 passed many acts relating to the issuing of road bonds by counties and townships. There was a wide variation in the methods authorized for issuing bonds. It can be done by election on a set date, by election on petition to the county commissioners, or directly by the county commissioners without vote or petition. One general law authorizes any township, except in certain counties, upon petition of one-fourth of the qualified voters of the township, to vote road bonds not exceeding $50,000.

REVENUES APPLIED TO ROADS AND BRIDGES IN 1914.

The total revenues applied to roads and bridges during the calendar year 1914 amounted to $5,215,490.78 and comprised the following items: receipts from regular county and township taxes, $1,808,679.85; automobile and dog taxes and private subscriptions, $272,155.43; bridge tax, $89,525.50; cash value of statute labor tax, $610,130; appropriation by the legislature for road investigations

and educational work by the geological and ecomonic survey, $5,000; and estimated expenditure of $2,430,000[1] from county and township road and bridge bonds issued and sold during the years 1913 and 1914.

The total expenditure for public roads and bridges from taxation and bond issues during the year 1904 amounted to $1,358,687, thus showing that expenditures increased $3,856,803.78, or 283.8 per cent, in the 10-year period.

The total receipts from taxation applied to roads and bridges are shown by counties and townships in Table 16.

ROAD AND BRIDGE BONDS.

The total county and township road and bridge bonds outstanding on January 1, 1915, amounted to $8,955,300. In 1914 a total of $1,119,500 bonds were voted and $2,709,000 sold.

No exact information is available to show how much was expended from bond issues in 1914, but the North Carolina Geological and Economic Survey estimates that this amounted to $2,430,000. This expenditure was from bonds authorized and sold during the years 1913 and 1914.

The total amounts of road and bridge bonds outstanding on January 1, 1915, and the amounts voted and sold during 1914 are shown in Table 31.

ROAD MILEAGE.

At the close of 1914 North Carolina had 50,758 miles of public roads of which 6,003.75 miles, or 11.82 per cent, were surfaced. Of the surfaced roads 1,111 miles were macadam, 529 gravel, 4,313.5 sand-clay, 9 bituminous macadam, 1.25 concrete, and 40 miles not classified.

In mileage of surfaced roads Mecklenburg County stood first with 385 miles, or 38.5 per cent; Iredell second, with 265 miles, or 37.85 per cent; Richmond third, with 250 miles, or 41.66 per cent; Moore fourth, with 230 miles, or 38.33 per cent; Guilford fifth, with 220 miles, or 22 per cent; Franklin County has 210 miles, or 42 per cent; Wake County had 202.25 miles, or 16.85 per cent, and Wayne County has 210 miles, or 21 per cent. Twenty counties reported no surfaced roads. The total of graded and drained earth roads reported amounted to 4,181 miles. In 1909, 2,313 miles, or 4.79 per cent, were surfaced. In the 5-year period, 1909–1914, 3,690.75 miles were surfaced.

The mileage figures for the various counties are presented in Table 46.

[1] Information as to expenditure from bond issues was taken from Circular No. 105, issued July 5, 1915, by the North Carolina Geological and Economic Survey.

OKLAHOMA.

Oklahoma has a land area of 69,414 square miles, a total road mileage of 107,916 miles, and a population, according to the 1910 Census, of 1,657,155. The State, therefore, has a population of 23.87 per square mile of area and 15.36 per mile of road, with 1.55 miles of road per square mile of area. Of the population in 1910, 80.7 per cent, or 1,337,000, was rural, thus indicating a rural population of 12.38 per mile of road.

In 1911, the legislature passed an act creating a State highway department and provided for its maintenance by a registration fee of $1 imposed upon each automobile in the State. A law was enacted in 1915 which created a new department of highways with enlarged powers and more adequate funds. This new law became effective July 1, 1915.

Owing to the reorganization of the State highway department, it it was not practicable to obtain road mileage and revenue statistics for the year 1914. It, therefore, was found necessary to wait until the new department was organized and could undertake the work of gathering the necessary information. For that reason the data contained in this bulletin relating to Oklahoma are for the year 1915, and were collected by W. P. Danford, assistant State engineer and collaborator for this office.

One commissioner, appointed by the governor, by and with the advice and consent of the senate, and known as the commissioner of highways, is in charge of the department of highways. The commissioner of highways is vested with the power of general supervision over all matters relating to State highways, including the preparation of plans, specifications, and estimates, establishing standards for the construction of roads and bridges, giving engineering advice to local road officials, and collecting and compiling statistics relative to the roads and bridges throughout the State. He is authorized, with the consent of the governor, to appoint a State engineer, who is required to be a civil engineer of established reputation and qualified in road and bridge construction. The commissioner may also appoint, with the consent of the governor, necessary assistant engineers and clerical help.

The law provides for the appointment of a county engineer by the board of commissioners of each county. Such engineer is required to pass an examination held by the department of highways. He is required to report to the State engineer upon all matters relating to highways and bridges in his county. His salary is paid from the State road construction fund and the road and bridge fund.

Where township organization is retained, the township board of each township is required to select, annually, the roads to be dragged,

known as draggable roads. Each township shall employ a superintendent of its road system. He has general supervision of all dragging and repair work. A drag tax of not more than 2 mills is authorized, and dragging may be let to contract.

It is required by law that not less than 10 per cent nor more than 15 per cent of the total mileage of main traveled roads in the State shall be designated by the boards of county commissioners, subject to approval by the department of highways, as a State road system. The board of county commissioners and the county engineer are charged with the duty of repairing and dragging the State road system.

An ad valorem tax of one-fourth of 1 mill is collected in the State and credited to the State highway construction fund. Each county retains its own share in this fund. Counties which make the required levy and otherwise comply with the law by having the plans and specifications approved by the department of highways, shall be entitled to receive all moneys to their credit in the State highway construction fund. The county excise board in each county is empowered to levy a tax of one-fourth of 1 mill on all property subject to an ad valorem tax in the county, the proceeds of which constitutes the county road construction fund, which is used in the construction and maintenance of county highways.

The fees required for the registration and licensing of motor vehicles are collected by the department of highways. Ten per cent of the proceeds of such fees is paid into the general fund of the State and 90 per cent is paid to the treasurers of the respective counties on the basis of the amounts collected therein. The county treasurer is required to pay to the treasurer of any city of the first class or operating under a charter form of government in such county 25 per cent of all fees originally paid by residents of any such city. The residue shall be placed to the credit of the county road maintenance fund.

All able-bodied males between the ages of 21 and 50 years are required to work four days on the roads annually or to pay $5. The law also provides for the working of State and county convicts on the public roads.

The various townships are authorized to issue highway and bridge bonds, provided that the aggregate amount of indebtedness thus created shall not exceed 5 per cent of the taxable property in the township. Counties are also authorized to issue bridge bonds.

REVENUES APPLIED TO ROADS AND BRIDGES.

The total revenues applied to roads and bridges during the calendar year 1915 amounted to $2,112,680.80. These revenues included the following items: general county and township tax, $1,859,572.09;

cash value of statute labor tax, $95,288; other revenues applied to roads, $147,820.71; funds derived from automobile-registration fees, $1 per car, and used for the support of the State highway department, $10,000. It was impossible to secure complete information from the various counties in regard to the statute labor tax, and the amount given under that heading probably is much less than actually was realized.

In 1904 the total revenues applied to roads amounted to $774,775.59 which comprised $447,319.59 derived from property taxes and saloon licenses, and $327,456 from statute labor tax. It will thus be seen that the revenues for roads increased during the 11-year period $1,337,905.21, or 172.6 per cent.

The receipts from taxation for road and bridge purposes are shown in Table 17.

BOND ISSUES.

It was not practicable to obtain statistics regarding bond issues for the year 1914. At the close of the calendar year 1913 there was a total outstanding road and bridge bond indebtedness amounting to $1,440,000.

ROAD MILEAGE.

The total of all public roads in Oklahoma at the close of 1915 amounted to 107,916 miles, of which 121.6 miles, or 0.11 per cent, were surfaced. Of the surfaced roads, 6.7 miles were macadam, 3 miles bituminous macadam, 6.9 miles gravel, and 105 miles sand clay. Most of the counties reported a smaller mileage of surfaced roads for 1915 than for 1909, the total decrease for the State for the 6-year period being 239.4 miles. This is due to the fact that a number of the counties reported surfaced roads in 1909 which were not actually surfaced.

The mileage statistics are shown by counties in Table 47.

SOUTH CAROLINA.

South Carolina has a land area of 30,495 square miles, a total road mileage of 42,226, and a population according to the 1910 census of 1,515,400. The State has a population of 49.7 per square mile of area and 35.9 per mile of road, with 1.38 miles of road per square mile of area. Of the population in 1910, 85.2 per cent, or 1,290,568, was rural, thus indicating a rural population of 30.6 per mile of road.

The collection of road statistics was begun early in 1915 by the commissioner of agriculture, commerce, and industries, who acted as collaborator for this office. The data was reported to him by the county officials and checked and then rechecked in this Office, so as to secure as high a degree of accuracy as possible.

South Carolina has no State-highway department. The department of agriculture, commerce, and industries, however, has from

time to time collected information relating to the public roads of the State and has issued road maps, route books and charts, and has had signposts erected along some of the main traveled roads.

The control of the public roads, bridges, and ferries of the several counties is vested by general law in a county supervisor and a county board of commissioners. The county supervisors are elected for four years with a few exceptions where a shorter term is provided by special law. The county board of commissioners consists of the county supervisor, as chairman, and two commissioners, appointed by the governor upon the recommendation of the county delegation to the general assembly. In a few counties exceptions to the general law provide for more than two commissioners.

A number of counties operate under special laws. For instance, Aiken County is administered by a chief commissioner and advisory board, known as the county board of commissioners and composed of one district commissioner from each of four districts into which the county is divided. The chief commissioner is required to inspect the public roads of the county and consult and advise with each district commissioner as to their improvement and maintenance. The chief commissioner and advisory board apportion the county road fund among the various townships of the county in proportion to the number of miles of public road in each township, the amount so apportioned to be expended by the district commissioners, respectively. A number of counties have their roads and bridges under the jurisdiction and management of a highway commission, and a few counties are authorized to employ a county road engineer.

County boards of commissioners are authorized to adopt the contract system of working roads and to let contracts to the lowest responsible bidders. If the county board of commissioners conclude to work the roads by the labor of those liable to road duty, they appoint overseers in each township. In counties where township board of commissioners exist overseers are appointed by the township board. In counties where the public roads are worked by those liable to road duty, or in which the roads in any highway district are so worked, the county supervisor and the board of county commissioners divide the highways into suitable sections of not less than 2 nor more than 5 miles each, and where not worked by contract appoint an overseer for each section. In counties where township board of commissioners exist they shall, subject to the approval of the county board of commissioners or the county supervisor, divide their respective townships into suitable districts and elect, at their annual meeting, from the qualified electors of the township one overseer for each district. District overseers, when required by the county board of commissioners, call out the hands assigned to their respective sections for the purpose of working the roads and bridges,

and they may require each hand to bring with him necessary implements for doing such work.

All male persons are required to perform work on the roads each year or pay a commutation tax in lieu thereof. The age limit within which persons are liable to this road duty in the different counties varies from between 18 and 21 to 50 and 55 years and the number of days work required each year varies from 2 to 12. The rate of commutation varies from $1 to $3 per day. Where road work is let to contract and persons liable to road duty are assigned by the county supervisor or the county board of commissioners to work under such contract, the contractor shall receive such persons and utilize their labor and allow to the county board of commissioners such per diem therefor as may be agreed upon. The per diem so allowed shall be credited on the amount due such contractor by the county.

The county board of commissioners is authorized to levy annually not to exceed 1 mill on all taxable property of the county to constitute a part of the county road fund. The county boards also are authorized, when so requested by written petition of two-thirds of the freeholders of a township, to levy not to exceed 1 mill on all taxable property in the township for road purposes. It also is provided by law that the board of county commissioners, when petitioned in writing by one-fourth of the resident electors of a township and a like proportion of the resident freeholders thereof over 21 years of age, may order the township board of assessors to hold an election at which only such electors as return real and personal property for taxation may vote, to determine whether or not an additional levy of not to exceed 2 mills may be made in such township. A majority vote of those voting is necessary to authorize such additional levy, and when so authorized the said board of county commissioners shall levy same for 2 years, and the proceeds thereof shall be used for road purposes.

It is also provided that any person, firm or corporation cutting or severing from the soil standing timber, for sale or manufacture within or without the State, shall return the value of all such timber cut during any calendar year for taxation during the succeeding year as other personal property, and one-half the revenue derived therefrom shall go to the public road fund.

There is no general law authorizing the issuance of road and bridge bonds. Such bonds when authorized are by special acts of the legislature.

REVENUES APPLIED TO ROADS AND BRIDGES.

The total revenue applied to roads and bridges for the year 1914 amounted to $1,024,480.37 and comprised the following items: general county road and bridge tax, $717,843.07; commutation

tax and miscellaneous revenues, $214,512.30; cash value of statute labor tax, $58,125; expended from bond issues, $34,000.

The total expenditures for roads and bridges for the year 1904 amounted to $745,701.50, thus showing that during this 10-year period the revenues increased $278,778.87, or 37.4 per cent. Information showing tax rates and receipts from taxation for the various counties is contained in Table 18.

ROAD AND BRIDGE BONDS.

The total road and bridge bonds outstanding on January 1, 1915, amounted to $460,000, of which $75,000 were voted and sold during the year 1914. The expenditures from bond issues during the year 1914 amounted to $34,000. Information regarding the South Carolina bond issues is presented by counties and townships in Table 32.

ROAD MILEAGE.

According to the reports received, South Carolina had, at the close of 1914, 42,226 miles of public road of which 3,270.5 miles, or 7.74 per cent, were surfaced. Of the surfaced roads, 3,101 miles were sand-clay, 85 miles gravel, 53.5 miles shell, 27.5 miles macadam, and 3.5 miles bituminous macadam.

In mileage of surfaced roads the reports indicate that Anderson County stands first, with 500 miles, or 41.39 per cent; Aiken County second, with 350 miles, or 27.40 per cent; Florence County third, with 225 miles, or 19.56 per cent; Richland County fourth, with 202 miles, or 26.86 per cent; and Darlington County fifth, with 200 miles, or 20 per cent. Eight other counties reported 100 miles or over of surfaced road and 7 counties reported no surfaced roads.

In 1909 South Carolina reported 32,075 miles of public road of which 3,534.75 miles, or 11.02 per cent, were reported as having been surfaced. The 1914 figures were secured and checked by the Commissioner of Agriculture of South Carolina, and it is believed that they are as accurate as it is possible to obtain at present. Information showing the total mileage and mileage surfaced in the various counties is contained in Table 48.

TENNESSEE.

Tennessee has a land area of 41,687 square miles, a total road mileage of 46,050, and a population, according to the 1910 census, of 2,184,789. The State, therefore, has a population of 52.4 per square mile of area and 47.44 per mile of road, with 1.10 miles of road per square mile of area. Of the population in 1910, 79.8 per cent, or 1,743,744, was rural, thus indicating a rural population of 37.86 per mile of road.

A State highway commission and a State highway department were created by the legislature in 1915. The State highway commission consists of six members, three of whom are appointed by the governor, and the other three are ex officio members—the State geologist, the dean of engineering of the University of Tennessee, and the governor. The State highway commission is required to elect one of its members chairman and appoint a secretary who must be experienced in road building and maintenance. The State highway department is required to designate a system of roads connecting the county seats of the several counties in the State and expend the State-aid fund, but otherwise its work is of an educational and advisory nature. Ten per cent of the net revenues from the registration and licensing of motor vehicles is applied to the maintenance of the State highway department; the remaining 90 per cent is used by the department in maintaining State highways.

The county courts of the several counties have jurisdiction over all matters pertaining to roads and bridges. The constitution provides that the different counties shall be laid off, as the general assembly may direct, into districts of convenient size so that the whole number in each county shall not be more than 25, or 4 for each 100 square miles of area. Two justices of the peace are elected in each district by the qualified electors. The county court is composed of the justices of the peace and the county judge as chairman. The county court is divided into a quarterly and a monthly court.

The county court, at its January term every odd year, is required to divide the county into one or more road districts and elect a road commissioner for each district. Each road commissioner has control of the highways and bridges and of the overseers or contractors in his district, and directs all road work done therein. The road commissioners appoint the road overseers. Each overseer has charge of not less than one nor more than 5 miles of road. Any county court, a majority of the justices of the peace assenting, may appoint three commissioners authorized to employ engineers and other necessary help to survey, inspect, classify, lay off for improvement, and prepare plans, specifications and estimates for such roads in the county as it is desired to have improved, and report thereon with recommendations to the county court. The quarterly court of any county may employ a competent person to superintend the construction and repair of county buildings, bridges, levees, etc. The quarterly court also is authorized to let any road or section of road to contract, in which event the laws applicable to overseers in working the hands assigned to such roads shall apply to the contractors.

County and municipal corporations may unite in the building and regulation of bridges over any stream running by or through such municipality. The county courts are required at their January term

each year to appoint three superintendents of turnpikes whose duty shall be to inspect turnpikes and toll bridges and see that they are kept in repair. The county judge also is made ex officio superintendent of turnpikes.

Under the general law authorizing counties to issue road bonds the county court may divide the county into not less than three nor more than eight road districts and appoint one road commissioner for each district; but the county court may appoint instead three road commissioners from the county at large. In either event the road commissioners so appointed shall be the road commissioners of the county and shall have supervision of the construction of the roads provided for by the county court, with authority to employ a competent highway engineer and, if necessary, an assistant engineer. Numerous special road laws have been enacted and are in force in many counties. These special laws vary the method of road administration somewhat from that provided by the general law.

The county courts are authorized to impose a highway tax of not less than 5 nor more than 25 cents on each $100 of assessed valuation of the county and on privileges not more than one-fourth of the assessment for county purposes. Two-thirds of the property tax may be worked out if the county court shall so decide. County courts of the various counties may issue road bonds in an amount with existing indebtedness not to exceed 10 per cent of the taxable valuation of the county when authorized by a majority vote, and in an amount, with existing indebtedness, not to exceed 15 per cent of the taxable valuation of the county when authorized by a two-thirds vote of those voting at an election held thereon. When bonds are voted, a tax necessary for interest and for retiring the bonds at maturity shall be levied and also a tax to create an annual maintenance and repair fund equal to 2 per cent of the amount of the bonds issued.

The county courts shall impose a highway labor tax of not less than four nor more than eight days each year on all males between 18 and 45 years of age not exempt by law. The highway labor tax so imposed may be commuted by paying 75 cents for each day of work so required. There is provision of law for the working of county and State convicts upon the public roads.

REVENUES APPLIED TO ROADS AND BRIDGES.

In 1914 the total receipts from taxation and bond issues applied to roads and bridges amounted to $2,370,560.16, comprising the following items: general county tax, $977,564.09; labor tax paid in money, $18,133.63; cash value of statute labor tax, $350,960; bridge tax and other revenues, $245,595.92; and expenditures from bond issues, $778,306.52. The total expenditures for these purposes in 1904

amounted to $1,621,777.15, showing that in the 10-year period expenditures increased $748,783.01, or 46.1 per cent.

Information showing receipts from taxation by counties for the year 1914 is contained in Table 19.

ROAD AND BRIDGE BONDS.

The total road and bridge bonds outstanding on January 1, 1915, amounted to $6,898,276.89. In 1914 there was expended from bond issues $778,306.52, retired $128,421.11, voted $486,500, and sold $445,000 of road bonds.

Detailed information showing the bond issues by counties is contained in Table 33.

ROAD MILEAGE.

According to the reports received, Tennessee had at the close of 1914, 46,050 miles of public roads of which 8,102 miles, or 17.59 per cent, were surfaced as follows: 4,550.5 miles macadam, 2,788 gravel, 613 sand-clay, 148 miles bituminous macadam and bituminous-treated gravel, 2 miles concrete, and one-half mile brick.

In mileage of surfaced roads Shelby County stands first with 752 miles, or 55.62 per cent; Rutherford County, second, with 700 miles, or 63.63 per cent; Maury County, third, with 625 miles, or 55.55 per cent; Smith County, fourth, with 410 miles, or 91.11 per cent; Davidson County, fifth, with 375 miles, or 62.5 per cent; and Knox County, sixth, with 375 miles, or 37.5 per cent. There are 15 other counties which reported more than 100 miles of surfaced roads and there are 27 counties that reported no surfaced roads.

In 1909 Tennessee reported 5,353.5 miles, or 11.66 per cent of surfaced roads. A comparison of these figures will show that in the 5-year period, 1910–1914, inclusive, 2,748.5 miles were surfaced. Information showing the total mileage and mileage of surfaced roads by counties is contained in Table 49.

TEXAS.[1]

Texas has a land area of 262,398 square miles, a total road mileage of 128,960 and a population, according to the 1910 census, of 3,896,542. The State has a population of 14.8 per square mile of area and 30.21 per mile of road, with 0.49 mile of road per square mile of area. Of the population in 1910, 75.9 per cent, or 2,958,438, was rural, thus indicating a rural population of 22.94 per mile of road.

[1] The collection of road statistics was begun early in 1915 by Dr. William B. Phillips, collaborator for this Office, and director of the bureau of economic geology and technology of the University of Texas. Subsequently, however, Dr. Phillips resigned his position at the university to take up work in another State. Mr. J. A. Udden, of the university, was then appointed collaborator, and the work was continued by him. A cooperative arrangement was also made whereby the assistance of Prof. R. L. Morrison, of the Agricultural and Mechanical College of Texas, was secured. In addition, extensive correspondence was conducted directly with various county officials, commercial organizations, and good-roads associations. Valuable assistance was rendered by Mr. D. E. Colp, secretary of the Texas Good Roads Association.

Texas has no State highway organization. Each county is divided into four precincts from each of which a commissioner is elected, with a term of two years, which commissioners, with the county judge, constitute the commissioners' court. The commissioners' court has general control and supervision over all roads, bridges and ferries in the county, and is authorized to appoint one road superintendent for the county or one for each commissioners' precinct, as it may determine. The road superintendent so appointed, subject to the direction of the court, shall have general supervision over all road and bridge work in the county or precinct, as the case may be. The commissioners' court of the several counties is required to divide the county into convenient road precincts and appoint a road overseer and apportion the road hands for each precinct. Each road overseer is required to work the roads in his precinct twice each year. The court also may employ not exceeding four road commissioners and define and fix the districts which each shall control. Each road commissioner, when employed, shall have control over all the overseers, road machinery, tools, implements and labor in his district.

The commissioners' court is authorized to levy annually a road and bridge tax of 15 cents on each $100 of assessed property valuation. An additional levy of 15 cents on each $100 may be made by the court when authorized by vote of a majority of the qualified property taxpaying voters of the county. Road and bridge bonds may be issued by any county or political subdivision or defined district thereof in an amount not to exceed one-fourth of the assessed value of the real property therein, when authorized by the vote of a two-thirds majority of the resident property taxpayers voting at an election called for that purpose.

All male persons between 21 and 45 years of age may be required to work on the roads not exceeding five days each year or to pay $1 for each day of such work required of them. The law also authorizes the working of county convicts on the roads.

REVENUES AND BOND ISSUES.

In 1914 the total revenue and bond issue money applied to roads and bridges amounted to $9,920,079.11, comprising the following items: county road and bridge tax, $4,064,165.98; special taxes and miscellaneous revenues, $678,582.38; cash value of statute labor tax, $321,771.50; cash in lieu of labor, $36,724; estimated expenditures for 29 counties not reporting, $666,378.53; expenditures from bond issues, $4,152,456.72.

The total revenue devoted to roads and bridges in 1904 amounted to $4,138,157.49. Thus it appears that in the 10-year period the

revenues for these purposes increased $5,781,921.62, or 139.7 per cent.

The revenues and tax rates for 1914 are shown by counties in Table 20.

ROAD AND BRIDGE BONDS.

On January 1, 1915, the total road and bridge bonds outstanding for various counties in Texas amounted to $14,615,016.53. In 1914 there was expended on roads and bridges from bond issues $4,152,456.72, there was retired $266,255, voted $6,783,275.60, and sold $3,119,990.60. Many of the bonds sold in 1914 bear 5 per cent interest, run for 40 years, and brought par or par and accrued interest. Detailed information showing the bond issues by counties is contained in Table 34.

ROAD MILEAGE.

At the close of 1914, according to the reports received, Texas had 128,960 miles of public roads, of which 10,526.79 miles, or 8.16 per cent, were surfaced. Of the surfaced roads, 511 miles were macadam, 5,258.98 miles were gravel, 3,490.48 sand-clay, and 1,265.33 miles were surfaced with other materials, including shell, bituminous macadam, concrete, and hard roads not classified as to type. This latter figure includes 181 miles of bituminous macadam, 740.45 miles of shell, and 11.25 miles concrete.

In the mileage of surfaced roads, Tarrant County stands first with 586.5 miles, or 53.98 per cent; Dallas County, second, with 522 miles, or 40.15 per cent; Bexar County, third, with 414.26 miles, or 40.15 per cent; Archer County, fourth, with 400 miles, or 26.66 per cent; and Ellis County, fifth, with 400 miles, or 20 per cent. There are 28 other counties having more than 100 miles of surfaced roads, and there are 129 counties which reported no surfaced roads.

At the close of 1909 Texas had 4,896 miles, or 3.80 per cent, of surfaced roads, which indicates that in the 5-year period, 1910–1914, inclusive, 5,640.79 miles were surfaced.

Information showing total mileage and mileage of surfaced roads in the various counties is contained in Table 50.

VIRGINIA.

By G. P. Coleman, *State Highway Commissioner.*

Virginia has a land area of 40,262 square miles, a total road mileage of 53,388 and a population, according to the 1910 census, of 2,061,612. The State has a population of 51.2 per square mile of area and 38.6 per mile of road, with 1.32 miles of road per square mile of area; of the 1910 population 1,585,083, or 76.8 per cent, was rural, thus indicating a rural population of 29.7 per mile of road. The eastern half of the State is broken up by the Chesapeake Bay and

its large tributary tidewater rivers and bays. Three large mountain ranges traverse the western section of the State from northeast to southwest. These natural subdivisions have presented many varying problems in road construction and maintenance.

In the extreme eastern sections sand and clay are the only local materials available for construction. In the middle eastern section there are large deposits of gravel and some small ledges of suitable stone. However, when it is necessary to build stone roads in either of these sections it is found advisable to ship in stone from Maryland, New York or the western sections of Virginia. In the middle sections—that is, east of the Blue Ridge Mountains—there are large gravel and soil deposits and varying quantities of suitable stone for macadam, concrete and bituminous roads. From the Blue Ridge west the majority of the roads constructed have, up to the present time, been water-bound macadam with some surface treatment.

HIGHWAY DEPARTMENT.

In 1906 the State highway department and State convict road force were established. Under this law the convicts and jail prisoners are furnished to the counties free of cost; that is, the State feeds, clothes and otherwise takes care of the men. They are placed on the road each day, and the county furnishes the necessary tools, teams and free labor to carry on the work systematically and economically. This divides the cost of construction about equally between the State and the county. At the present time there are 34 camps established in the State, employing from 1,800 to 1,900 men.

In addition to this, the State has appropriated from year to year about $200,000 to be expended in counties in which convict labor is not being used. This fund is distributed to the counties according to the taxes paid into the State treasury and the counties have to meet it with an equal amount.

Under these two laws the State has assisted the counties in constructing approximately 3,600 miles of road in the past nine years, and between 300 and 400 bridges of varying length have been built. These roads, after construction, have been turned over to the counties and the districts of the counties for maintenance and in many instances they have been neglected entirely. All State money aid and convict labor work is done under the supervision and according to the specifications of the State highway department.

The legislature, at its last session, set aside the licenses received from automobiles for the maintenance of the roads which have been constructed with State aid, convict labor or county bond issues. This fund is to be met by a like amount to be appropriated from the county funds. Heretofore these funds have been used by the State in construction work.

COUNTY AND DISTRICT ORGANIZATIONS.

In the majority of the counties of the State the road work is done directly under the board of supervisors, elected by the people, one from each district. The number of districts in a county vary from three to nine. The supervisor of a district generally looks after the road and bridge work of his particular district. In some instances, however, the counties have special laws creating county road boards. These boards take over the road authority which the general law vests in the board of supervisors, and appoint either a county road superintendent or district road superintendent to supervise the construction of the roads and the bridges of the county as a whole, or of the individual district.

Another plan followed in some of the counties under special law is the formation of district road boards. These have control of the construction and maintenance of the roads in the several districts of the counties. These boards usually are composed of three citizens, as follows: A duly elected member of the board of supervisors, who acts as chairman; a road commissioner, and a clerk. The road commissioner takes the place of the district superintendent and has actual charge of the road force.

The board of supervisors of the county lays all levies for road and bridge purposes for both the county and the districts. These amounts, as collected by the treasurer, are credited either to the general county road or bridge fund, or to the district road or the district bridge fund, and can be expended only for purposes for which they were collected. From these funds the county takes the money with which to meet the State money aid or to supply the teams, tools, etc., to be used in connection with the convict labor.

In addition to the regular levy, the counties or districts are allowed to vote bonds for road and bridge improvement. These funds must be expended under the supervision of an engineer designated by the State highway department. The funds derived from general county or district levies remaining in the county or the district road and bridge fund, after setting aside the amount to meet the State money or convict aid, are used for the maintenance and upkeep of the road.

The information contained in these reports has been obtained by letters to the various county clerks and treasurers, supplemented by visits of the men connected with the State highway department to these counties, who got the information from members of the boards of supervisors, members of the county road boards and district road boards. The tables are checked finally by members of the department with reports of the county treasurers to the auditor of public accounts of the State. Much difficulty has been experienced, however, in getting accurate information as to the amount of money derived from road and bridge taxes on account of the change in the

State system of taxation which was put into effect in the early part of 1914. This has brought about a great deal of confusion and the figures given are not as satisfactory as it was hoped to have them.

The road mileage has been taken from the records in the county clerk's offices and obtained from road superintendents, commissioners, and members of the boards of supervisors. Figures relative to permanent work have been taken largely from reports of the highway department. A better and more satisfactory return as to the amount of finances possibly could be obtained from the reports of 1915 to the State auditor.

FUNDS FOR STATE ROAD PURPOSES.

There is no special State tax for road purposes. For the calendar year 1914 the State money aid, amounting to $185,000, was appropriated from the general funds of the State to meet a like amount appropriated from the county revenues. The appropriation of $160,000 for the maintenance of the State convict road forces was taken from the same source. This, together with the fees taken from the general fund for the maintenance of jail prisoners, amounting to $49,066.83, makes a total of $209,066.83 for this purpose. The automobile fund, which goes into the State-aid fund, amounted to $116,188.65. These funds, together with an appropriation of $26,500 for the maintenance of this department, make up the total appropriations for road purposes made by the State, amounting to $536,755.88. In addition to this there was expended under the supervision of this department in road and bridge work, derived from county sources, $1,404,349.81, thus making a total from all sources expended under the State highway department of $1,941,-105.69.

REVENUES APPLIED TO ROADS AND BRIDGES.

The total revenue available for expenditure in 1914 amounted to $3,224,528.82, of which $1,687,906 was derived from general county and district road taxes, $999,866.94 from county and district bond issues, and $536,755.88 from State appropriations.

The total expenditures for road and bridge purposes in 1904 amounted to $687,751.06, thus showing in the 10-year period that expenditures increased $2,536,777.76, or 368.8 per cent.

The tax rates for county and district roads and the amounts derived therefrom during 1914 are shown in Table 21.

ROAD AND BRIDGE BONDS.

The total road and bridge bonds outstanding on January 1, 1915, amounted to $5,650,994.93. In the year 1914 a total of $999,866.94 was expended from bond issues, and $510,938.23 previously issued were retired. In the same year a total of $366,000 new bonds was

authorized and $452,100 were sold. Detailed information showing total bonds outstanding, expenditures from bond funds during 1914, bonds voted and sold in 1914, interest rate, term, and purchase price is shown by counties and districts in Table 35.

ROAD MILEAGE.

The total mileage of public roads in Virginia at the close of 1914 was 53,388, of which 3,909.57 miles, or 7.32 per cent of the total, were surfaced. Of the surfaced roads 1,177.89 miles were macadam, 255.77 bituminous macadam, 822.09 gravel, 1,511.65 sand-clay and topsoil, and 142.17 miles were surfaced with other materials, principally shell.

In mileage of surfaced roads Mecklenburg County stands first, with 315 miles, or 39.52 per cent; Chesterfield County second, with 202.5 miles, or 33.75 per cent; Rockingham County third, with 137 miles, or 8.32 per cent; Dinwiddie County fourth, with 124 miles, or 20.66 per cent; and Henrico County fifth, with 120.45 miles, or 13.38 per cent. Charlotte County has 106 miles, or 11.77 per cent, surfaced, and Greenesville 100 miles, or 58.82 per cent. There are 21 counties in the State having not less than 50 nor more than 99 miles of surfaced road. Sixteen counties report no surfaced roads, but in 1904 there were 70 counties which reported no surfaced roads.

Fifteen counties reported a smaller mileage of surfaced roads for 1914 than for 1909. In spite of this decrease the reports show that in the 5-year period 2,006.82 miles of road have been surfaced. In 1909 the mileage surfaced amounted to 1,902.75, which represented 4.38 per cent of the total, thus indicating that the surfaced road mileage more than doubled in the 5-year period, 1909 to 1914.

Details showing the total mileage of all roads, the mileage surfaced, the per cent of the total surfaced, the increase in surfaced mileage over 1909, and the mileage of graded and drained earth roads in the various counties are presented in Table 51.

WEST VIRGINIA.

By A. Dennis Williams, *Chief Engineer State Road Bureau and Collaborator United States Office of Public Roads and Rural Engineering.*

West Virginia has a land area of 24,022 square miles, a total road mileage of 32,024 and a population, according to the 1910 Census, of 1,221,119. The State, therefore, has a population of 50.8 per square mile of area and 38.1 per mile of road, with 1.33 miles of road per square mile of area. Of the population in 1910 81.3 per cent, or 992,877, was rural, thus indicating a rural population of 31 per mile of road.

The first road laws of the State were enacted in 1872 and revised in 1881. The legislature of 1907 provided for the office of State

highway inspector, whose duty it was to study the road conditions of the State and report to the governor. Prior to the meeting of the legislature in 1909 the governor appointed a commission to rewrite the road laws, and at the legislative session of that year an act was passed establishing a department of the State government to be known as the office of public roads, and creating the office of State commissioner of public roads, all of which, however, was abolished in 1911.

In the legislative session of 1913 a law was enacted establishing the State road bureau, which consists of the professor in charge of the railroad and highway department of the State university, who is the chief road engineer and the chairman, the director of the experiment station at the State university, and two additional members appointed by the governor. The chief road engineer, with the approval of the State road bureau, is authorized to select such clerical and engineering help as may be necessary. Salaries and expenses in connection with the State road bureau are paid from the university funds, and from appropriations by the legislature.

The State road bureau has general supervision of the location, construction, and maintenance of all public roads in the State so far as may be consistent with the authority over said roads otherwise conferred by the constitution or statutes. It prescribes rules and regulations not inconsistent with law concerning the duties of road engineers and their employees, and aids county road engineers and their employees by giving advice and preparing plans and specifications for road and bridge work. A school of instruction for county road engineers is required to be held for at least 10 days each year by the State road bureau, and the county road engineers are required to attend and are authorized to receive from their respective counties the actual expenses incurred thereby.

The State road bureau is authorized to establish and maintain stone quarries, crushers, and brick kilns, and may employ the State convict road force in the preparation of road materials. The State convict road force also may be worked on the public roads.

County courts have jurisdiction over all matters pertaining to the public roads and bridges in their respective counties. The county court of each county may appoint some practical road builder or civil engineer as county road engineer. In the event the county court shall not appoint a county road engineer, it may appoint a competent man as road supervisor for each magisterial district. Upon petition of 50 legal voters of the county who are freeholders, the county court shall cause a vote to be taken upon the question as to whether there shall be appointed a county road engineer or one road supervisor for each magisterial district of the county. Each magisterial district is divided by the county

court into two or more road precincts, and the county road engineer, by and with the advice and consent of the county court, shall employ such agent or agents in these precincts as may be deemed necessary.

It shall be the duty of the county road engineer to divide, or cause to be divided, all of the county roads in the respective road precincts into sections not exceeding 2 miles in length, and let the same to contract. Each road supervisor shall divide his district into convenient road precincts, not exceeding 10 miles in length, and, after two weeks' advertisement, let the construction and repair of said roads by contract to the lowest responsible bidder for such time as the county court may direct.

The present law permits a maximum levy of 30 cents on the $100 for county and district road purposes. A special bridge tax of 20 cents on the $100 may be levied in counties that do not have a bonded indebtedness. In addition, there may be levied 5 cents on the $100 of all taxable property in the county, or in lieu thereof 10 cents on each $100 of taxable property in any magisterial district. Any county or magisterial district may issue bonds for road purposes when authorized by a three-fifths vote of those voting at an election called for that purpose, but the bonded indebtedness that may be created by any county or magisterial district shall not exceed 5 per cent on the value of the taxable property therein. The county court also may levy, for road purposes, a poll tax of $1 on every male citizen over 21 and under 50 years of age. The working of county convicts on the public roads also is authorized.

REVENUES APPLIED TO ROADS AND BRIDGES.

The total revenues applied to roads and bridges in the fiscal year ended July 1, 1915, amounted to $2,483,747, and comprised the following items: permanent road tax, $656,594; bridge tax, $463,487; general road tax, $1,249,505; capitation tax, $110,395; and appropriation for the maintenance of the State road bureau, $3,766.

The total expenditures for the year 1904 amounted to $893,285, thus showing that expenditures in a little over 10 years increased $1,590,462, or 178 per cent.

In 1904 the statute labor tax still was in use, and of the total expenditure for that year for all road and bridge purposes, $305,415 represented the cash value of this tax. In 1909 this tax was abolished. The receipts from taxation and the tax rates for permanent roads and general road purposes are shown by counties in Table 22.

ROAD AND BRIDGE BONDS.

It was impossible to secure information in regard to bonds outstanding January 1, 1915, or bond funds expended in 1914. From reports received it appears that the various counties and districts voted $5,354,000 road and bridge bonds up to July 1, 1915. The bonds outstanding on that date, so far as could be ascertained, amounted to $1,303,000.

The amount of bonds outstanding and the amount voted in each county up to July 1, 1915, are shown in Table 36.

ROAD MILEAGE.

At the close of the fiscal year 1914–15, West Virginia had 32,024 miles of public roads, of which 1,064.97 miles, or 3.3 per cent, were surfaced. Of the surfaced roads, 771.92 miles were macadam, 62.95 miles bituminous macadam, 121.1 miles brick, 18.5 miles concrete, 20.5 miles gravel, and 70 miles shale.

In surfaced road mileage Jefferson County stands first, with 280 miles, or 82.4 per cent; Ohio County second, with 204 miles, or 80 per cent; Berkeley County third, with 145 miles, or 31.8 per cent; Brooke County fourth, with 52 miles, or 29.2 per cent; and Mercer County fifth, with 42 miles, or 10.4 per cent. Twenty-eight counties had less than 10 per cent of the roads surfaced, and 22 counties had no surfaced roads. In 1904 there were 44 counties that reported no surfaced roads.

In 1909, 591.4, or 1.84 per cent, of the total were surfaced. It would seem therefore that in the period 1909 to 1914–15 a total of 473.6 miles were surfaced. The 1914–15 mileage statistics for the various counties are presented in Table 52.

APPENDIX.

TABLES SHOWING ROAD REVENUES AND EXPENDITURES.

Following are the tabular arrangements of the revenues applied to roads and bridges referred to in the foregoing text:

ALABAMA.

TABLE 7.—*County revenue applied to roads and bridges in 1914.*

County.	Taxation and revenues, 1914.		Statute labor road tax, 1914.			
	County road tax rate in cents per $100.	Total revenue applied to roads and bridges.	Number of men who worked.	Average number of days worked.	Average daily wage of hired help.	Cash value of labor tax.
Autauga	$0.25	$11,600.00	1,200	10	$1.00	$12,000
Baldwin	.25	18,000.00				
Barbour		39,279.00				
Bibb		18,000.00				
Blount		97,000.00				
Bullock		23,000.00	300	10	.75	2,250
Butler		42,500.00				
Calhoun	.25	61,102.41				
Chambers	.25	18,340.00				
Cherokee		9,905.25				
Chilton	.25	12,000.00				
Choctaw	.25	9,500.00				
Clarke		8,200.00				
Clay		9,700.00	1,800	10	1.00	18,000
Cleburne	.15	3,524.94				
Coffee		20,000.00	1,250	10	1.00	12,500
Colbert		15,000.00				
Conecuh		18,100.00				
Coosa		11,000.00				
Covington	.25	21,000.00				
Crenshaw	.25	9,500.00				
Cullman		93,710.00				
Dale	.25	12,568.27				
Dallas	.25	35,212.50	3,000	10	.75	22,750
Dekalb		28,000.00				
Elmore		17,822.00				
Escambia	.25	18,856.00	2,600	3½	1.25	11,375
Etowah		25,400.00				
Fayette		23,900.00	100	10	1.00	1,000
Franklin	.25	17,000.00				
Geneva		10,000.00				
Greene		8,000.00				
Hale		8,000.00				
Henry		12,000.00				
Houston	.25	24,500.00				
Jackson		6,200.00				
Jefferson		360,020.00				
Lamar		8,328.15				
Lauderdale	.10	6,600.00				
Lawrence	.25	15,976.00				
Lee	.25	65,100.00	350	6	1.00	2,100
Limestone	.25	13,248.04				
Lowndes	[1].50	24,286.02				
Macon		24,000.00				
Madison		112,600.00	12,000	6	1.00	72,000
Marengo	.25	24,000.00				
Marion	.10	9,800.00				
Marshall		65,000.00				
Mobile	.20	90,000.00				
Monroe		10,000.00	2,300	3½	1.00	8,050
Montgomery		253,410.00	10,000	7	1.00	70,000
Morgan		15,150.00				
Perry		33,755.00	8,000	5	1.00	40,000
Pickens		9,812.82				
Pike	.25	31,650.55				
Randolph		6,083.30				
Russell	.25	20,596.02				
St. Clair		23,000.00				
Shelby	.25	22,400.00	3,000	5	1.00	15,000
Sumter	.20	15,740.00				
Talladega		44,829.24				
Tallapoosa	.15	28,000.00				
Tuscaloosa		144,000.00				
Walker		125,000.00	500	4	1.50	3,000
Washington	.25	16,000.00	1,200	10	1.00	12,000
Wilcox		23,000.00			1.00	
Winston		30,000.00				
Total		2,488,805.51	47,600			302,025

[1] Includes 25 cents for road and bridge bonds.

ARKANSAS.

TABLE 8.—*County revenue applied to roads and bridges, 1914.*

County.	Total revenue applied to roads and bridges.	Amount obtained from general county tax of 3 mills per $1.	Statute labor tax.			
			Number of men who worked roads.	Average number of days worked.	Average wage for hired help.	Cash value labor tax.
Arkansas	$25,249.00	$25,249.00				
Ashley	17,000.00	17,000.00				
Baxter	6,000.00	6,000.00				
Benton	21,000.00	21,000.00				
Boone	11,309.00	11,309.00				
Bradley	12,600.00	12,600.00				
Calhoun	9,000.00	9,000.00				
Carroll	11,233.00	11,233.00				
Chicot	16,092.00	16,092.00				
Clark	28,871.00	28,871.00				
Clay	19,000.00	19,000.00				
Cleburne	7,640.00	7,640.00				
Cleveland	7,999.00	7,999.00				
Columbia	13,100.00	13,100.00				
Conway	12,000.00	12,000.00				
Craighead	28,000.00	28,000.00				
Crawford	18,000.00	18,000.00				
Crittenden	36,000.00	30,000.00	1,000	3	$2.00	$6,000
Cross	24,000.00	[1] 19,000.00	1,000	4	1.25	5,000
Dallas	11,899.90	11,899.90				
Desha	14,040.91	14,040.91				
Drew	12,000.00	12,000.00				
Faulkner	19,000.00	11,000.00	2,000	4	1.00	8,000
Franklin	14,000.00	14,000.00				
Fulton	6,360.99	6,360.99			1.00	
Garland	29,000.00	29,000.00				
Grant	7,000.00	7,000.00				
Greene	19,948.68	19,948.68				
Hempstead	20,000.00	20,000.00				
Hot Spring	12,000.00	12,000.00				
Howard	4,946.00	4,946.00				
Independence	11,812.00	11,812.00				
Izard	7,086.00	7,086.00				
Jackson	21,500.00	21,500.00				
Jefferson	68,900.00	[2] 68,900.00				
Johnson	10,000.00	10,000.00				
Lafayette	10,000.00	10,000.00				
Lawrence	16,000.00	16,000.00				
Lee	34,750.00	[3] 16,000.00	2,500	7½	1.00	18,750
Lincoln	8,514.00	8,514.00				
Little River	14,000.00	14,000.00				
Logan	22,966.99	15,758.99	1,802	4	1.00	7,208
Lonoke	5,000.00	5,000.00				
Madison	9,000.00	9,000.00				
Marion	8,000.00	8,000.00				
Miller	14,011.00	12,011.00	1,000	2	1.00	2,000
Mississippi	24,000.00	24,000.00				
Monroe	5,822.00	5,822.00				
Montgomery	5,707.00	5,707.00				
Nevada	10,605.00	10,605.00				
Newton	4,431.87	{ 3,984.45 { 447.42				
Ouachita	3,000.00	3,000.00				
Perry	9,000.00	9,000.00				
Phillips	28,000.00	28,000.00				
Pike	8,925.00	8,925.00				
Poinsett	19,813.00	19,813.00				
Polk	16,903.86	13,407.86	874	4	1.00	3,496
Pope	12,000.00	12,000.00				
Prairie	15,000.00	15,000.00				
Pulaski	207,000.00	[4] 162,000.00	7,500	4	1.50	45,000
Randolph	19,000.00	11,000.00	2,000	4	1.00	8,000
St. Francis	10,500.00	10,500.00				
Saline	13,000.00	13,000.00				
Scott	6,731.00	6,731.00				
Searcy	9,500.00	9,500.00				
Sebastian	51,000.00	51,000.00				
Sevier	12,900.00	12,900.00				
Sharp	7,000.00	7,000.00				
Stone	3,874.00	3,874.00				
Union	14,493.00	14,493.00				
Van Buren	26,152.38	26,152.38				
Washington	16,674.00	16,674.00				
White	16,084.62	16,084.62				
Woodruff	14,000.00	14,000.00				
Yell	15,750.00	15,750.00				
Total	1,362,696.20	1,259,242.20				103,454

[1] Includes $4,000 per capita tax.
[2] Includes $20,000, county general fund.
[3] Is commutation tax.
[4] Includes $7,000, auto tax; and $20,000, general fund.

DELAWARE.

TABLE 9.—*County revenue applied to roads and bridges in 1914.*

County.	Total.	County tax rate.	Amount obtained.	State aid.
		Mills.		
Kent	$20,000	0.17	$10,000	$10,000
New Castle	103,000	(1)	92,000	11,000
Sussex	26,628	1.5	16,628	10,000
Total	149,628	.....	118,628	31,000

[1] Appropriation.

In addition to the above a 2-mill tax was levied in Sussex County for road and bridge bonds, from which $27,713.73 was derived.

FLORIDA.

TABLE 10.—*County revenue applied to roads and bridges in 1914.*

County.	Total revenue applied to roads and bridges.	General county tax.		Receipts from other sources.			
		Rate, mills per $1.	Receipts.	Source.	Rate.	Receipts.	Total receipts.
					Mills.		
Alachua	$33,093.02	3	$23,275.56	Auto licenses	.....	$2,000.00	$9,817.46
				Special, district	.....	7,817.46	
Baker	7,488.39	5	7,488.39	.....	.....	.....	.....
Bay	4,998.86	2	4,998.86	.....	.....	.....	.....
Bradford	13,316.58	3½	9,983.26	.....	.....	.....	3,333.32
Brevard	47,029.73	6	25,839.03	Special, district 1	.....	10,957.34	21,190.70
				Special, district 4	.....	9,329.86	
				Auto tax	.....	903.50	
Calhoun	13,650.00	3½	6,650.00	Labor tax	.....	4,000.00	7,000.00
				Convicts	.....	3,000.00	
Citrus	26,698.71	5½	12,555.66	Special, districts 1-5	.....	.....	14,143.05
Clay	15,858.24	4½	10,031.94	Special, district	5	.....	5,826.30
Columbia	13,826.71	4	12,130.35	Statute labor tax	.....	.....	1,696.36
Dade	68,500.00	7½	68,500.00	.....	.....	.....	.....
De Soto	59,847.22	5½	47,047.22	Special, district 5	.....	.....	12,800.00
Duval	150,000.00	.....	.....	General fund	.....	.....	150,000.00
Escambia	18,438.60	1½	18,438.60	.....	.....	.....	.....
Franklin	4,476.08	2	2,728.60	Fines	.....	.....	1,747.48
Gadsden	17,646.44	5	11,646.44	Statute labor tax	.....	.....	6,000.00
Hamilton	9,339.66	2	4,937.58	.....	.....	.....	4,402.08
Hernando	6,400.00	2½	3,851.90	Other revenues	.....	2,288.10	2,548.10
				Auto tax	.....	260.00	
Hillsboro	9,392.27	2	4,173.89	Special road tax	2½	.....	5,217.38
Holmes	6,995.06	4	6,755.06	Auto license	.....	.....	240.00
Jackson	5,984.55	1½	5,984.55	.....	.....	.....	.....
Jefferson	12,774.75	3	7,302.68	Other sources	.....	.....	5,472.07
Lafayette	11,568.75	4	11,568.75	.....	.....	.....	.....
Lake	21,430.85	4	18,930.85	Convict labor	.....	.....	2,500.00
Lee	45,867.68	6	42,867.68	Road district No. 1	.....	.....	3,000.00
Leon	22,899.92	7	21,418.00	Auto license	.....	371.00	[1] 1,482.92
				Special tax	.....	64.00	
				Sale of tolls	.....	309.00	
Levy	11,618.29	1	3,246.60	Road districts 1-5	.....	.....	8,371.69
Liberty	3,383.36	2½	3,383.36	.....	.....	.....	.....
Madison	15,311.40	4	15,311.40	.....	.....	.....	.....
Manatee	28,950.25	5	26,925.25	Auto license	.....	.....	2,025.00
Marion	36,553.49	4½	26,953.62	Convict labor	.....	1,636.14	9,599.87
				Labor tax	.....	6,372.73	
				Auto license	.....	1,591.00	
Monroe	634.00	5½	634.00	.....	.....	.....	.....
Nassau	10,070.49	1	3,270.49	Convict labor	.....	.....	6,800.00
Orange	34,786.32	5	32,700.00	Other sources	.....	.....	2,086.32
Osceola	26,304.55	5	26,304.55	.....	.....	.....	.....
Palm Beach	165,446.65	1	65,867.25	Special road district.	2	.....	99,579.40
Pasco	33,900.00	3	8,800.00	Convict labor	.....	1,700.00	25,100.00
				Road districts 1, 2, 3.	.....	23,200.00	
				Auto receipts	.....	200.00	

[1] Includes $737.92 received from hire of convicts.

FLORIDA—Continued.

TABLE 10.—*County revenue applied to roads and bridges in 1914*—Continued.

County.	Total revenue applied to roads and bridges.	General county tax.		Receipts from other sources.			
		Rate, mills per $1.	Receipts.	Source.	Rate.	Receipts.	Total receipts.
					Mills.		
Pinellas	$44,330.00	5	$35,830.00	Auto registration			$8,500.00
Polk	93,932.16	6¼	93,932.16				
Putnam	23,831.70	4½	23,831.70				
St. Johns	38,705.22	4	16,020.00				22,685.22
St. Lucie	60,354.03	5½	35,325.08	Special road district.			25,028.95
Santa Rosa	40,419.26	5	22,300.00	Other sources			18,119.26
Seminole	47,270.09	7	26,747.00	Special road district.			20,523.09
Sumter	10,480.40	5	9,480.40	Convict labor			1,000.00
Suwanee	23,610.74	3	7,622.67	Special warrants		$15,673.57	15,988.07
				Convict labor		314.50	
Taylor	9,757.06	3	9,757.06				
Volusia	65,711.53	6	57,709.53	Auto licenses			8,002.00
Wakulla	2,385.50	3	2,385.50				
Walton	29,484.86	5	21,620.39	Auto tax		500.00	7,864.47
				Special road district.		7,364.47	
Washington	10,449.90	2½	4,762.50	Other sources		5,687.40	5,687.40
Total	1,515,203.32		969,825.36				545,377.96

GEORGIA.

TABLE 11.—*County revenue applied to roads and bridges in 1914.*

County.	Total revenue applied to roads and bridges.	County road and bridge tax.		Amounts obtained from automobile licenses.	Amounts obtained from commutation tax.	Statute labor tax.			
		Rate, mills per $1.	Amount obtained.			Number of men who worked roads.	Number of days worked.	Average wage of hired help.	Cash value of labor performed.
Appling	$12,943.00		$10,000.00	$943.00	$2,000.00				
Baker	20,472.00		16,000.00	472.00	4,000.00				
Baldwin	15,896.00		10,000.00	396.00	5,500.00				
Banks	12,675.00	4	7,000.00	525.00	5,150.00				
Bartow	25,823.00		19,000.00	1,123.00	5,700.00				
Ben Hill	14,827.00	5	14,478.00	349.00					
Berrien	32,804.00	[1] 1.5	10,983.00	1,177.00	6,000.00				
		[2] 2	14,644.00						
Bibb	51,871.00	1.56	51,402.00	469.00					
Bleckley	7,356.00	3.3	5,000.00	356.00	2,000.00				
Brooks	21,373.00	2	13,750.00	887.00	6,736.00				
Bryan	11,334.00		8,000.00	334.00	3,000.00				
Bulloch	33,210.00	3	24,000.00	1,210.00	8,000.00				
Burke	32,932.00		20,000.00	932.00	12,000.00				
Butts	12,048.00	4	9,459.00	589.00	2,000.00				
Calhoun	31,442.00		23,999.00	443.00	7,000.00				
Camden	9,553.00	2.5	6,265.00	196.00	1,997.00	146	5	$1.50	$1,095.00
Campbell	22,778.00	5.8	17,400.00	578.00	4,800.00				
Candler	2,500.00				2,500.00				
Carroll	22,959.00	2	14,654.00	1,525.00	6,500.00	40	7	1.00	280.00
Catoosa	9,134.00		5,827.00	307.00		600	4	1.25	3,000.00
Charlton	5,920.00	2	4,000.00	120.00	1,500.00	100	3	1.00	300.00
Chatham	50,176.00		50,000.00	176.00					
Chattahoochee	9,498.00		6,000.00	323.00	3,175.00				
Chattooga	13,612.00	2	7,000.00	612.00	3,000.00	500	4	1.50	3,000.00
Cherokee	24,362.00	4	15,383.00	979.00	8,000.00				
Clarke	36,082.00	5	32,764.00	318.00	3,000.00				
Clay	11,531.00	4	6,702.00	429.00	4,400.00				
Clayton	12,725.00	4	8,712.00	463.00	3,550.00				

[1] Bridges. [2] Roads.

GEORGIA—Continued.

TABLE 11.—*County revenue applied to roads and bridges in 1914*—Continued.

County.	Total revenue applied to roads and bridges.	County road and bridge tax.		Amounts obtained from automobile licenses.	Amounts obtained from commutation tax.	Statute labor tax.			
		Rate, mills per $1.	Amount obtained.			Number of men who worked roads.	Number of days worked.	Average wage of hired help.	Cash value of labor performed.
Clinch	$6,527.00	2.3	$5,256.00	$271.00	$1,000.00				
Cobb	43,751.00	4	36,018.00	1,483.00	6,250.00				
Coffee	15,247.00	2	10,340.00	907.00	4,000.00		4	$1.00	
Colquitt	45,467.75		36,838.00	847.00	7,689.00	15	5	1.25	$93.75
Columbia	2,378.00			378.00	2,000.00			1.00	
Coweta	53,622.00	4	42,697.00	1,179.00	8,996.00	125	8	.75	750.00
Crawford	19,476.00		12,500.00	476.00	3,500.00	375	8	1.00	3,000.00
Crisp	23,534.00	4	20,000.00	534.00	3,000.00				
Dade	3,382.00	1.5	3,253.00	129.00				1.00	
Dawson	13,565.00	2.5	2,374.00	191.00	3,000.00	1,000	8	1.00	8,000.00
Decatur	38,654.00	4	30,000.00	954.00	7,500.00	40	5	1.00	200.00
Dekalb	45,899.00	4	40,000.00	749.00	5,000.00	30	5	1.00	150.00
Dodge	28,905.00	4	23,006.00	899.00	5,000.00		6		
Dooly	25,066.00		12,170.00	896.00	12,000.00				
Dougherty	25,485.00		21,147.00	338.00	4,000.00				
Douglas	13,383.00	3.5	7,700.00	583.00	3,500.00	200	8	1.00	1,600.00
Early	35,701.00	5	25,000.00	701.00	10,000.00				
Echols	933.00			133.00	800.00				
Effingham	18,739.00	4	15,000.00	489.00	1,000.00	500	5	.90	2,250.00
Elbert	7,485.00			985.00	6,500.00				
Emanuel	23,712.00		13,500.00	1,212.00	9,000.00				
Fannin						[1]			
Fayette	11,136.00	4	6,478.00	465.00	4,193.00			1.00	
Floyd	77,596.00	3.2	65,000.00	996.00	11,600.00				
Forsyth	9,181.00		8,500.00	681.00					
Franklin	28,194.00		19,000.00	994.00	7,000.00	300	4	1.00	1,200.00
Fulton	424,254.00	3.2	423,800.00	454.00					
Gilmer	2,174.00		2,000.00	174.00					
Glascock	4,537.00	4	2,677.00	260.00	1,600.00		8		
Glynn	10,652.00	1.3	8,753.00	99.00	1,800.00				
Gordon	16,365.00	2	8,500.00	865.00	7,000.00				
Grady	24,994.00	4	14,000.00	894.00	10,000.00	10	10	1.00	100.00
Greene	30,012.00		23,030.00	758.00	6,224.00				
Gwinnett	51,375.00		35,000.00	1,375.00	15,000.00				
Habersham	10,783.00		4,000.00	383.00	6,400.00				
Hall	64,388.00		29,720.00	968.00	13,700.00	2,500	8	1.00	20,000.00
Hancock	13,607.00		7,000.00	607.00	6,000.00				
Haralson	8,712.00		5,600.00	712.00	2,400.00				
Harris	21,619.00	2.5	15,500.00	1,119.00	5,000.00				
Hart	15,059.00	4.5	9,356.00	703.00	5,000.00				
Heard	7,916.00		1,200.00	716.00	6,000.00				
Henry	42,929.00	[2] 3 [3] 3	13,500.00 13,500.00	929.00	6,000.00	2,000	6	.75	9,000.00
Houston	23,321.00	4	18,396.00	925.00	4,000.00				
Irwin	10,783.00		5,585.00	398.00	4,800.00				
Jackson	27,283.00	7.5	20,000.00	1,283.00	6,000.00				
Jasper	24,592.00	4	16,905.00	687.00	7,000.00				
Jeff Davis	6,030.00	2	4,500.00	280.00	1,250.00				
Jefferson	17,969.00	2	8,097.00	1,103.00	8,769.00				
Jenkins	12,913.00	4	8,250.00	463.00	4,200.00				
Johnson	9,291.00	10	4,725.00	528.00	4,038.00				
Jones	10,096.00		5,000.00	596.00	4,500.00				
Laurens	57,832.00	6.9	48,355.00	1,477.00	8,000.00				
Lee	18,905.00		15,000.00	405.00	3,500.00				
Liberty	19,217.00	6	17,543.00	474.00	1,200.00				
Lincoln	10,315.00	4	4,777.00	409.00	5,129.00				
Lowndes	22,019.00		18,500.00	1,019.00	2,500.00				
Lumpkin	8,015.00	2.5	3,337.00	278.00	4,400.00				
McDuffie	10,180.00	4	8,000.00	380.00	1,800.00				
McIntosh	8,260.00	4	5,560.00		2,700.00				
Macon	29,612.00	7.6	24,830.00	552.00	4,230.00				
Madison	13,293.00		3,000.00	863.00	9,430.00				
Marion	7,227.00		3,000.00	627.00	3,600.00				
Meriwether	63,763.00	9	55,000.00	1,163.00	7,000.00	100	8	.75	600.00
Miller	8,652.00	2	5,200.00	452.00	3,000.00				
Milton	16,177.00		11,000.00	427.00	4,750.00				
Mitchell	90,876.00		78,000.00	876.00	12,000.00				
Monroe	24,680.00		17,719.00	961.00	6,000.00				

[1] Men work roads. [2] Bridges. [3] Roads.

GEORGIA—Continued.

TABLE 11.—*County revenue applied to roads and bridges in 1914*—Continued.

County.	Total revenue applied to roads and bridges.	County road and bridge tax.		Amounts obtained from automobile licenses.	Amounts obtained from commutation tax.	Statute labor tax.			
		Rate, mills per $1.	Amount obtained.			Number of men who worked roads.	Number of days worked.	Average wage of hired help.	Cash value of labor performed.
Montgomery	$46,313.00	1.65	$43,514.00	$549.00	$2,250.00	.....	.....	.....	.....
Morgan	30,665.00	2.75	20,000.00	665.00	10,000.00	.....	.....	.....	.....
Murray	15,630.00	5	10,148.00	482.00	5,000.00	.....	.....	.....	.....
Muscogee	103,437.00	4	98,994.00	443.00	4,000.00	.....	.....	.....	.....
Newton	23,412.00	[1] 1 [2] 4	3,149.00 12,596.00	667.00	7,000.00	.....	.....	.....	.....
Oconee	8,922.00	2	3,975.00	447.00	4,500.00	.....	.....	.....	.....
Oglethorpe	23,103.00	.....	15,000.00	903.00	7,200.00	.....	.....	.....	.....
Paulding	19,234.00	.....	13,500.00	734.00	5,000.00	.....	.....	.....	.....
Pickens	11,981.00	.....	5,698.00	432.00	5,851.00	.....	.....	.....	.....
Pierce	14,404.00	3	11,877.00	527.00	2,000.00	.....	.....	.....	.....
Pike	11,783.00	.....	5,000.00	783.00	6,000.00	.....	.....	.....	.....
Polk	32,669.00	3.5	25,000.00	669.00	7,000.00	.....	.....	.....	.....
Pulaski	22,622.00	6.25	20,199.00	423.00	2,000.00	.....	.....	.....	.....
Putnam	16,561.00	3	9,237.00	483.00	6,841.00	.....	.....	.....	.....
Quitman	6,698.00	.....	6,500.00	198.00	.....	.....	.....	.....	.....
Rabun	9,239.00	4	7,077.00	162.00	2,000.00	.....	.....	.....	.....
Randolph	23,873.00	4	15,200.00	923.00	7,750.00	.....	.....	.....	.....
Richmond	64,242.00	.....	63,790.00	452.00	.....	.....	.....	.....	.....
Rockdale	15,778.00	.....	12,000.00	293.00	3,485.00	.....	.....	.....	.....
Schley	12,269.00	8.5	9,000.00	269.00	3,000.00	.....	.....	.....	.....
Screven	13,417.00	2	6,558.00	859.00	6,000.00	.....	10	$1.00	.....
Spalding	17,003.00	2.1	12,266.00	487.00	4,250.00	.....	.....	.....	.....
Stephens	14,227.00	4	10,000.00	387.00	3,000.00	280	3	1.00	$840.00
Stewart	18,556.00	4	12,000.00	556.00	6,000.00	.....	.....	1.00	.....
Sumter	49,379.00	.....	42,000.00	879.00	6,500.00	.....	.....	.....	.....
Talbot	14,535.00	4	8,613.00	707.00	5,215.00	.....	.....	.....	.....
Taliaferro	6,726.00	.....	4,000.00	280.00	2,446.00	.....	.....	.....	.....
Tattnall	19,817.00	2	10,858.00	959.00	8,000.00	.....	.....	.....	.....
Taylor	33,766.00	4	28,000.00	516.00	5,250.00	.....	.....	.....	.....
Telfair	19,533.00	4	15,517.00	516.00	3,500.00	.....	.....	.....	.....
Terrell	15,296.00	.....	7,000.00	796.00	7,500.00	.....	.....	.....	.....
Thomas	38,933.00	7	27,975.00	1,114.00	9,844.00	.....	.....	1.00	.....
Tift	10,228.50	2	7,539.00	552.00	1,800.00	45	6	1.25	337.50
Toombs	26,808.00	[1] 1.5 [2] 5	5,267.00 17,542.00	499.00	3,500.00	.....	6	.....	.....
Towns	107.00	.....	.....	107.00	.....	[3]	.....	.....	.....
Troup	53,899.00	[1] 2 [2] 4	15,000.00 32,000.00	899.00	6,000.00	.....	.....	.....	.....
Turner	19,071.00	4	11,000.00	481.00	7,590.00	.....	.....	.....	.....
Twiggs	12,903.00	.....	10,000.00	503.00	2,400.00	.....	.....	.....	.....
Union	200.00	.....	.....	200.00	.....	[3]	.....	.....	.....
Upson	19,655.00	.....	11,500.00	619.00	7,536.00	.....	.....	.....	.....
Walker	19,817.00	.....	12,000.00	917.00	6,900.00	.....	.....	.....	.....
Walton	36,483.00	6.5	30,000.00	983.00	5,500.00	.....	.....	.....	.....
Ware	53,431.00	6.5	50,250.00	554.00	2,627.00	.....	.....	.....	.....
Warren	23,158.00	4.5	18,000.00	449.00	4,709.00	.....	.....	.....	.....
Washington	24,504.00	3	15,000.00	1,204.00	8,300.00	.....	.....	.....	.....
Wayne	18,265.00	3	15,500.00	265.00	2,500.00	.....	.....	.....	.....
Webster	6,553.00	2	2,199.00	354.00	4,000.00	.....	.....	.....	.....
Wheeler	343.00	.....	.....	343.00	.....	.....	.....	.....	[4]
White	3,638.00	.....	1,300.00	353.00	1,985.00	.....	.....	.....	.....
Whitfield	25,218.00	4	20,000.00	718.00	4,500.00	.....	.....	.....	.....
Wilcox	15,054.00	.....	8,400.00	554.00	2,100.00	500	4	2.00	4,000.00
Wilkes	25,627.00	.....	13,000.00	627.00	12,000.00	.....	.....	.....	.....
Wilkinson	15,645.00	.....	10,000.00	645.00	5,000.00	.....	.....	.....	.....
Worth	18,010.00	.....	10,000.00	1,010.00	7,000.00	.....	.....	.....	.....
Total	3,688,172.25	.....	2,827,352.00	92,739.00	708,285.00	9,406	.....	.....	59,796.25

[1] Bridges. [2] Roads. [3] Men work roads. [4] New law.

KENTUCKY.

TABLE 12.—*County revenue applied to roads and bridges, 1914.*

County.	Total revenue applied to roads and bridges.	Property tax.		Statute labor tax.				Other revenues applied to roads.
		Rate in cents per $100.	Receipts from property tax.	Number of men worked out labor, 1914.	Average number of days worked per man.	Average daily wage for hired help.	Cash value of statute labor tax.	
Adair	$23,389	0.20	$5,389	3,000	6	$1.00	$18,000	
Allen	12,461	.20	12,461					
Anderson	20,000		20,000					
Ballard	19,668	.25	19,668					
Barren	21,093	.10	21,093					
Bath	13,000	.25	13,000					
Bell	36,076	.23	22,476	1,600	6	1.00	9,600	[1] $4,000
Boone	35,508	.40	24,858					[3] 10,650
Bourbon	50,624	.25	44,624					[2] 6,000
Boyd	25,410	.20	25,410					
Boyle	28,250	.25	27,000	200	5	1.25	1,250	
Bracken	14,142	.16	14,142					
Breathitt	400			200	2	1.00	400	
Breckinridge	23,669	.25	13,669	2,500	4	1.00	10,000	
Bullitt	11,233	.25	11,233					
Butler	9,135	.20	5,535	1,200	3	1.00	3,600	
Caldwell	11,535	.25	11,535					
Calloway	10,664	.22	10,664					
Campbell	64,076	.25	64,076					
Carlisle	7,929	.25	7,929					
Carroll	11,816	.25	11,816					
Carter	15,000	.23	10,000	1,000	4	1.25	5,000	
Casey	8,795	.25	8,795					
Christian	46,827	.235	37,067					[1] 2,000 [3] 7,760
Clark	38,963	.25	38,963					
Clay								
Clinton	3,520	.25	3,520					
Crittenden								
Cumberland	1,965	.05	1,965					
Daviess	94,234	.35	92,134					[3] 2,100
Edmonson	19,740	.10	6,740	1,500	6	1.00	9,000	[3] 4,000
Elliott	6,317	.25	2,717	600	6	1.00	3,600	
Estill	4,000	.30	4,000					
Fayette	90,205	.20	90,205					
Fleming	15,769	.25	15,769					
Floyd	7,000	.30	7,000					
Franklin	26,000	.25	26,000					
Fulton	13,474	.25	13,474					
Gallatin	6,736	.25	6,736					
Garrard	26,453	.25	26,453					
Grant	27,613	.25	27,613					
Graves	42,684		42,684					
Grayson	9,515	.25	9,515					
Green	15,600	.15		2,600	6	1.00	15,600	
Greenup	24,834	.20	24,834					
Hancock	17,700	.25	6,000	1,560	6	1.25	11,700	
Hardin	22,000	.25	22,000					
Harlan								
Harrison	21,433	.25	21,433					
Hart	17,336	.25	17,336					
Henderson	46,000	.25	40,000					[4] 6,000
Henry	17,701	.25	17,701					
Hickman	7,446	.20	7,446					
Hopkins	29,273	.25	29,273					
Jackson	12,800	.05	800	2,000	6	1.00	12,000	
Jefferson	225,591	.10	225,591					
Jessamine	24,704	.25	24,704					
Johnson	4,000	.10	4,000					
Kenton	62,660	.25	62,660					
Knott	1,174		1,174					
Knox	8,000	.20	8,000					
Larue	9,180	.20	9,180					
Laurel	8,000	.25	8,000					
Lawrence	9,122	.38	9,122					
Lee	5,002			667	6	1.25	5,002	
Leslie	2,222	.10	2,222					
Letcher	13,619	.25	13,619					
Lewis	19,336	.17	9,961	2,500	3	1.25	9,375	
Lincoln	29,750	.25	23,750	2,000	3	1.00	6,000	

[1] Poll tax. [2] Franchise and poll tax. [3] Private subscriptions. [4] Special tax.

KENTUCKY—Continued.

TABLE 12.—*County revenue applied to roads and bridges. 1914*—Continued.

County.	Total revenue applied to roads and bridges.	Property tax.		Statute labor tax.				Other revenues applied to roads.
		Rate in cents per $100.	Receipts from property tax.	Number of men worked out labor, 1914.	Average number of days worked per man.	Average daily wage for hired help.	Cash value of statute labor tax.	
Livingston	$12,100	0.20	$8,100	1,000	6	$1.00	$6,000	.....
Logan	28,952	.25	28,952	.....	.....	.....	.....	.....
Lyon	7,972	.....	5,972	1,000	2	1.00	2,000	.....
McCracken	37,418	.20	37,418	.....	.....	.....	.....	.....
McCreary	3,742	.10	3,742	.....	.....	.....	.....	.....
McLean	17,054	.225	6,344	2,400	3	1.25	9,000	[1] $1,710
Madison	34,421	.25	34,421	.....	.....	.....	.....	.....
Magoffin	15,750	.....	3,750	2,000	6	1.00	12,000	.....
Marion	16,000	.25	16,000	.....	.....	.....	.....	.....
Marshall	15,000	.25	15,000	.....	.....	.....	.....	.....
Martin	7,975	.....	775	800	6	1.50	7,200	.....
Mason	37,831	.25	37,831	.....	.....	.....	.....	.....
Meade	7,769	.25	7,769	.....	.....	.....	.....	.....
Menifee	2,725	.20	2,725	.....	.....	.....	.....	.....
Mercer	26,511	.25	24,111	1,200	2	1.00	2,400	.....
Metcalfe	4,000	.25	4,000	.....	.....	.....	.....	.....
Monroe	10,011	.....	8,311	.....	.....	.....	.....	[2] 1,700
Montgomery	25,973	.25	25,973	.....	.....	.....	.....	.....
Morgan	.....	.25	.....	.....	.....	.....	.....	.....
Muhlenberg	18,708	.25	18,208	.....	.....	.....	500	.....
Nelson	41,773	.35	39,773	.....	.....	.....	1,000	[2] 1,000
Nicholas	17,433	.25	14,806	.....	.....	.....	.....	[2] 2,627
Ohio	23,350	.25	23,000	.....	.....	.....	.....	[2] 350
Oldham	16,000	.25	16,000	.....	.....	.....	.....	.....
Owen	22,545	.30	13,545	1,000	6	1.50	9,000	.....
Owsley	.....	.....	.....	.....	.....	.....	.....	.....
Pendleton	14,769	.25	14,769	.....	.....	.....	.....	.....
Perry	.....	.....	.....	.....	.....	.....	.....	.....
Pike	8,000	.10	8,000	.....	.....	.....	.....	.....
Powell	2,500	.15	2,500	.....	.....	.....	.....	.....
Pulaski	20,500	.25	20,500	.....	.....	.....	.....	.....
Robertson	6,250	.25	6,250	.....	.....	.....	.....	.....
Rockcastle	6,283	.35	6,283	.....	.....	.....	.....	.....
Rowan	2,000	.....	2,000	.....	.....	.....	.....	.....
Russell	4,159	.20	2,959	.....	.....	.....	1,200	.....
Scott	24,352	.25	24,352	.....	.....	.....	.....	.....
Shelby	38,907	.25	38,907	.....	.....	.....	.....	.....
Simpson	22,950	.....	18,000	500	3	1.50	2,250	[2] 2,700
Spencer	4,500	.....	4,500	.....	.....	.....	.....	.....
Taylor	6,820	.15	4,720	700	4	.75	2,100	.....
Todd	17,893	.30	14,893	.....	.....	.....	.....	[2] 3,000
Trigg	8,204	.....	8,204	.....	.....	.....	.....	.....
Trimble	9,750	.35	6,000	500	6	1.25	3,750	.....
Union	28,798	.25	28,798	.....	.....	.....	.....	.....
Warren	39,462	.25	39,462	.....	.....	.....	.....	.....
Washington	12,500	.25	12,500	.....	.....	.....	.....	.....
Wayne	28,900	.25	6,400	3,000	6	1.25	22,500	.....
Webster	16,585	.22	16,585	.....	.....	.....	.....	.....
Whitley	17,654	.25	17,654	.....	.....	.....	.....	.....
Wolfe	.....	.....	.....	.....	.....	.....	.....	.....
Woodford	35,501	.25	35,501	.....	.....	.....	.....	.....
Total	2,437,621	.....	2,180,997	.....	.....	.....	201,027	55,597

[1] Poll tax.

[2] Private subscription.

TABLE 13.—*Revenue applied to roads and bridges in 1914.*

Parish.[1]	Total revenue applied to roads and bridges.	General road tax for fiscal year ended 1914.			Other revenues applied to roads.				Statute labor tax.			
		Rate, mills per $1.		Amounts obtained.	Source.	Rate.	Amounts obtained.	Total.	Number men who worked out tax.	Number of days worked per man.	Daily wage for hired help.	Cash value of labor tax.
		Parish.	Ward.									
Acadia	$38,000.00			$38,000.00								
Allen	5,823.00				Special ward tax	3 to 5 mills.	$5,823.00	$5,823.00				
Ascension	62,000.00			62,000.00								
Assumption	10,670.59				Police jury	3 mills	10,670.59	10,670.59				
Avoyelles	11,500.00	1		5,000.00	Capitation tax	$1	6,500.00	6,500.00				
Beauregard	33,009.80				Special ward tax	5 mills	33,009.80	33,009.80				
Bienville [2]												
Bossier	7,457.00	1		3,657.00	Capitation tax	$1	3,800.00	3,800.00				
Caddo	10,470.00				Vehicle and capitation tax.		10,470.00	10,470.00				
Calcasieu	31,200.00				Automobile licenses	3 mills	1,200.00	31,200.00				
					Special ward tax		30,000.00					
Caldwell	8,891.31	1.5		7,226.31	Automobile licenses		100.00	1,040.00	125	5	$1.00	$625.00
					Capitation tax		940.00					
Cameron	7,269.00		4.5	6,144.00					150	5	1.50	1,125.00
Catahoula	2,672.73		[3] 3	692.69	Vehicle tax		106.41	480.04	750	2	1.00	1,500.00
					Capitation tax		373.63					
Claiborne	4,160.00		5	4,160.00								
Concordia	3,400.00				General fund		3,000.00	3,000.00	200	2	1.00	400.00
De Soto	12,000.00				Special tax	2 mills	12,000.00	12,000.00				
East Baton Rouge	11,000.00				General fund		11,000.00	11,000.00				
East Carroll	9,300.00		2	4,500.00	Automobile licenses		300.00	4,800.00				
					Capitation tax		2,000.00					
					Vehicle tax		2,500.00					
East Feliciana	7,205.99		3	7,205.99								
Evangeline	12,649.00		3	12,649.00								
Franklin	15,146.18		2.5	15,146.18								
Grant	30,000.00			10,000.00	Special ward tax		20,000.00	20,000.00				
Iberia	4,000.00				Police jury		4,000.00	4,000.00				
Iberville	12,100.00		7	12,100.00								

[1] Corresponds with county in other States

[2] No road fund.

[3] One ward.

TABLE 13.—*Revenue applied to roads and bridges in 1914*—Continued.

Parish.	Total revenue applied to roads and bridges.	General road tax for fiscal year ended 1914.			Other revenues applied to roads.				Statute labor tax.			
		Rate, mills per $1.		Amounts obtained.	Source.	Rate.	Amounts obtained.	Total.	Number men who worked out tax.	Number of days worked per man.	Daily wage for hired help.	Cash value of labor tax.
		Parish.	Ward.									
Jackson [1]	$13,800.00			$13,800.00								
Jefferson	5,350.00				From police jury		$5,000.00	$5,350.00				
					Vehicle tax		350.00					
Jefferson Davis [1]	13,800.00			13,800.00								
Lafayette	10,000.00			10,000.00								
Lafourche [2]												
La Salle	11,880.00		2–3	9,500.00	Capitation tax	$1	2,380.00	2,380.00				
Lincoln	6,625.00				Auto fees		365.00	6,365.00	26	8	$1.25	$260.00
					From general fund		6,000.00					
Livingston [1]	13,800.00			13,800.00								
Madison	600.00				Capitation tax	$1	600.00	600.00				
Morehouse	15,638.00	3		10,897.00	Vehicle tax		1,997.00	4,741.00				
					Capitation tax	$1	2,744.00					
Natchitoches [1]	13,800.00			13,800.00								
Orleans [3]												
Ouachita	19,479.00			16,854.00	Capitation tax	$1	2,000.00	2,000.00	[4] 500		1.25	625.00
Plaquemines	7,723.80			7,723.80								
Pointe Coupee	3,300.00				General fund		1,600.00	3,300.00				
					Capitation tax	$1	1,700.00					
Rapides	13,000.00				General fund		13,000.00	13,000.00				
Red River	14,716.41	5	5	12,205.41	Vehicle tax		554.00	2,511.00				
					Capitation tax		1,957.00					
Richland	14,446.67		3–5	12,329.67	Vehicle tax		594.00	1,667.00	100	3	1.50	450.00
					Capitation tax		1,073.00					
Sabine	25,152.00			21,843.00	....do	$1	3,309.00	3,309.00				
St. Bernard	16,500.00	3		16,000.00	....do		500.00	500.00				
St. Charles	5,633.23	2		5,633.23								
St. Helena [2]												
St. James	5,000.00				General fund		5,000.00	5,000.00				
St. John the Baptist	6,000.00				....do		6,000.00	6,000.00				
St. Landry	24,000.00	2		15,000.00	Capitation tax	$1	9,000.00	9,000.00				
St. Martin	9,688.00			3,688.00	General fund		6,000.00	6,000.00				
St. Mary	13,000.00				....do		13,000.00	13,000.00				

St. Tammany	12,000.00	2		12,000.00								
Tangipahoa	38,041.00	2.25	2–5	33,341.00	Special ward tax		2,200.00	4,700.00				
					Capitation tax	$1	2,500.00					
Tensas	3,500.00			3,500.00								
Terrebonne [1]	13,800.00			13,800.00								
Union [1]	13,800.00			13,800.00								
Vermillion	7,500.00			7,500.00								
Vernon	60,502.21	2		20,502.21						12	1.25	
Washington	8,000.00			8,000.00					2,000	10	2.00	40,000.00
Webster	16,677.78		3–5	12,495.61	Vehicle tax	(5)	900.00	[6] 3,432.17				
					Capitation tax		2,105.00		200	3	1.25	750.00
West Baton Rouge	6,000.00			6,000.00								
West Carroll	1,700.00			1,700.00								
West Feliciana	1,500.00			1,500.00								
Winn [1]	13,800.00			13,800.00								
Total	829,677.70			533,294.10				250,648.60				45,735.00
Expended by State on highways	461,505.73											
Reported as expended from bond issues on county roads and bridges	486,388.69											
Grand total	1,777,572.12											

[1] No reports were received from these parishes, but it was found that the average for those parishes reporting is $13,800.
[2] No road fund.
[3] All within the city limits of New Orleans.
[4] Convicts.
[5] Auto fees $427.17.

MARYLAND.

TABLE 14.—*Revenue applied to roads and bridges in 1914.*

County.	Total revenue applied to roads and bridges.	General county road tax.		Other revenue applied to roads and bridges.	
		Rate, per $100.	Amount obtained.	Source.	Amount obtained.
Allegany	$79,833.51			General levy, roads and bridges and State-aid roads.	$65,000.00
				Special appropriation	10,000.00
				Motor license and miscellaneous.	4,833.51
Anne Arundel	96,570.90	[1]$0.35–$0.79	$94,631.10	Special district levies	1,939.80
Baltimore	559,175.38	.40	551,320.80	Donations, auto tax, etc	7,854.58
Calvert	40,800.00			State-road loan	40,800.00
Caroline	40,000.00			General levy	21,000.00
				Extra levy	19,000.00
Carroll	205,250.00	.68	158,000.00	County assessment	22,500.00
				State-aid road	24,750.00
Cecil	41,000.00			General levy	41,000.00
Charles	11,000.00			....do	11,000.00
Dorchester	103,461.80			Hern bond act, special	28,097.55
				County levy, roads and bridges	49,892.76
				State-road loan	25,471.49
Frederick	57,162.99			New roads and bridges levy	4,437.89
				General levy	20,000.00
				Extra, miscellaneous, etc	32,725.10
Garrett	42,992.09		42,992.09		
Harford	38,500.00			General levy	38,500.00
Howard	22,000.00	1.00	21,000.00	County aid	1,000.00
Kent	21,600.00	.20	21,600.00		
Montgomery	64,480.00			Special tax	35,480.00
				Special levy, roads and bridges	29,000.00
Prince Georges	48,000.00	.22	43,000.00	Portion of liquor license	5,000.00
Queen Annes	22,500.00	.20	22,500.00		
St. Marys	5,000.00			General levy	5,000.00
Somerset	20,000.00	.20	20,000.00		
Talbot	22,000.00			General levy	22,000.00
Washington	56,999.90	.15½	56,000.00		
Wicomico	250,000.00			State-road loan	100,600.00
				Special appropriation	149,400.00
Worcester	16,000.00	.16	16,000.00		
Total	1,863,326.67		1,047,043.99		816,282.68
Approximate amount obtained from State appropriations and State bond issues and applied to State and State-aid roads	3,713,279.00				
Contributions by counties spent under State supervision	309,504.00				
Expended from county-bond issues during 1914	114,542.36				
Grand total	6,000,652.03				

[1] District.

MISSISSIPPI.

TABLE 15.—*County revenue applied to roads and bridges during 1914.*

County.	Total revenue applied to roads and bridges.	General county and beat road tax.			Other revenues applied to roads and bridges.		Statute labor tax.			
		County rate, mills per $1.	Beat rate, mills per $1.	Amount obtained.	Automobile tax.	Per capita tax.	Number of men who worked.	Number of days worked.	Average daily wage for hired help.	Cash value of labor tax.
Adams	$4,975.44				$880.27	$4,095.17				
Alcorn	7,950.00	1½		$6,700.00	1,250.00					
Amite										
Attala	18,573.35	3	4	18,573.35						
Benton	5,200.00	2		3,400.00		1,800.00				
Bolivar	97,253.00	5		[1] 63,787.00	2,500.00	30,966.00				
Calhoun										
Carroll	36,757.30	7		26,195.00	608.30	9,954.00				
Chickasaw	14,928.43	1	1	7,162.18	560.32	7,205.93				
Choctaw	10,624.09	3		10,624.09						
Claiborne	7,000.00	1		4,000.00		3,000.00				
Clay	21,810.00			21,810.00						
Clarke										
Coahoma	73,656.22	9		73,656.22						
Copiah		3	6							
Covington	5,512.57	1		3,015.89	990.06	1,356.62	10	10	$1.50	$150.00
De Soto	28,537.33	3	1	18,398.92		10,138.41				
Forrest	13,083.47		2½	9,213.18	1,232.96	2,637.33				
Franklin	9,123.25			2,160.10		6,963.15				
George										
Greene	11,267.32			[2] 8,278.75		2,988.57				
Grenada	19,579.00	3		12,382.00	900.00	6,297.00				
Hancock	18,303.74	4		16,553.74		1,750.00				
Harrison	49,000.00	2		30,000.00	1,500.00	10,000.00	1,000	5	1.50	7,500.00
Hinds	40,935.00	2½		27,285.00	4,000.00	9,650.00				
Holmes	40,813.00	2½	8	22,430.00	2,000.00	16,383.00				
Issaquena	3,678.93			3,378.93			150	2	1.00	300.00
Itawamba	18,850.00	7		3,800.00			2,150	7	1.00	15,050.00
Jackson	2,048.13	3		1,748.13			30	8	1.25	300.00
Jasper	1,820.00			1,500.00	320.00					
Jefferson	14,712.75	3		9,212.75		5,500.00				
Jefferson Davis	14,090.98	2		[3] 8,207.98		5,883.00				
Jones	1,079.55			315.00	764.55					
Kemper	20,081.00	2		8,528.00		11,553.00				
Lafayette	24,000.00			24,000.00						
Lamar	18,000.00	3		18,000.00						
Lauderdale	29,299.11	1		20,095.11		9,204.00				
Lawrence	10,403.61			6,835.66		3,567.95				
Leake										
Lee										
Leflore	91,359.84			79,149.48		12,210.36				
Lincoln	19,008.05	1½		11,055.05		7,953.00				
Lowndes	10,642.00	3		10,642.00						
Madison	10,500.00	3		10,500.00						
Marion	13,000.00	1½		13,000.00						
Marshall	23,686.00	3		23,686.00						
Monroe										
Montgomery	20,440.46	3	3	14,309.41	650.00	5,481.00				
Neshoba	12,196.00	1½		3,407.00	83.00	8,706.00				
Newton	20,033.10	3–2	3–2	11,073.10	350.00	8,610.00				
Noxubee	12,721.43		5	[4] 10,947.05		1,774.38				
Oktibbeha										
Panola		2½								
Pearl River	25,500.00	3		23,000.00		2,500.00				
Perry										
Pike	18,933.00	2		16,133.00	2,800.00					
Prentiss										
Pontotoc	18,101.35	5		18,101.35						
Quitman										
Rankin	21,338.06		2½–3	[5] 16,488.60	109.03	1,540.43	800	4	1.00	3,200.00
Scott										
Sharkey	6,440.85	2½		5,440.85			250	4	1.00	1,000.00
Smith	11,678.57		5	11,678.57						

[1] Includes $24,952 property tax.
[2] Includes $3,145.09 property tax.
[3] Includes $72 special tax and $573 from general funds.
[4] Includes $4,851.52 special tax.
[5] Includes $7,772.99 from general funds.

MISSISSIPPI—Continued.

TABLE 15.—*County revenue applied to roads and bridges during 1914*—Continued.

County.	Total revenue applied to roads and bridges.	General county and beat road tax.			Other revenues applied to roads and bridges.		Statute labor tax.			
		County rate, mills per $1.	Beat rate, mills per $1.	Amount obtained.	Automobile tax.	Per capita tax.	Number of men who worked.	Number of days worked.	Average daily wage for hired help.	Cash value of labor tax.
Simpson										
Sunflower										
Tallahatchie	$51,779.00			$24,482.00	$2,256.00	$25,041.00				
Tate	20,500.00	3		12,000.00		8,500.00				
Tippah	10,137.19	3		10,137.19						
Tishomingo	20,893.00	1-2	1½-2	7,725.00	131.00	1,037.00	2,000	6	$1.00	$12,000.00
Tunica	33,613.18			21,394.01		12,219.17				
Union	13,787.40			5,246.17		8,541.23				
Walthall	11,000.00			11,000.00						
Warren	174,442.11			[1] 166,102.39	3,201.06	5,138.66				
Washington	22,797.00				3,000.00	19,797.00				
Wayne										
Webster										
Wilkinson	16,400.26	3		9,728.26		6,672.00				
Winston	13,000.00	2		6,000.00		7,000.00				
Yalobusha	22,358.59			22,358.59						
Yazoo	40,184.00			20,532.00	1,319.00	18,333.00				
Total	1,479,417.01			1,086,564.10	31,405.55	321,947.36				39,500.00

[1] Appropriated from general funds.

TABLE 16.—*County revenue applied to roads and bridges in 1914.*

County.	Total revenue applied to roads and bridges.	Property and poll tax.			Special taxes.	Other revenue applied to roads.			Statute labor tax.			Bridge tax.
		County rate, cents per $100.	Township rate, cents per $100.	Total receipts.		Source.	Receipts.	Total receipts.	Number of men worked.	Number of days worked.	Cash value at $1 per day.	
Alamance	$25,033.98	16⅔		$17,629.98		Private subscriptions	$400.00	$1,404.00	2,000	3	$6,000.00	
						Auto tax	1,004.00					
Alexander	10,131.60	25	75	1,000.00		do	131.60	131.60	1,500	6	9,000.00	
Alleghany	5,401.60					Private subscriptions	500.00	501.60	700	7	4,900.00	
						Auto tax	1.60					
Anson	35,677.40	25–30	75–90	22,183.00		Private subscriptions	1,000.00	1,494.40	2,000	6	12,000.00	
						Auto tax	494.40					
Ashe	8,020.00					do	20.00	20.00	1,000	8	8,000.00	
Avery	4,508.00	20		4,500.00		do	8.00	8.00				
Beaufort	8,256.03		10–200	8,256.03								
Bertie	26,580.98	20⅓		13,724.78		Auto tax	856.20	856.20	3,000	4	12,000.00	
Bladen	6,625.60	10		6,000.00		Private subscriptions	500.00	625.60				
						Auto tax	125.60					
Brunswick	11,600.40	25	12,36	5,500.00		do	100.40	100.40	1,000	6	6,000.00	
Buncombe	79,764.16	20	20	52,928.76		Private subscriptions	5,000.00	8,495.40	2,835	4	11,340.00	$7,000.00
						Auto tax	3,495.40					
Burke	18,575.64	20	8⅓	11,059.44		do	316.20	316.20	1,200	6	7,200.00	
Cabarrus	32,080.60	30		30,480.00		Private subscriptions	500.00	1,600.60				
						Auto tax	1,100.60					
Caldwell	20,639.40			400.00		Private subscriptions	1,800.00	2,239.40	3,000	6	18,000.00	
						Auto tax	439.40					
Camden	6,060.00					do	60.00	60.00	1,000	6	6,000.00	
Carteret	10,587.60	15		5,660.00		do	127.60	127.60	800	6	4,800.00	
Caswell	11,412.80	10		3,000.00	Dog tax, $1,800	Private subscriptions	300.00	2,412.80	1,500	4	6,000.00	
						Auto tax	312.80					
Catawba	27,214.05		20,30	24,113.65		Private subscriptions	2,000.00	3,100.40				
						Auto tax	1,100.40					
Chatham	28,124.56	10		6,836.76	Dog tax, $1,100	Private subscriptions	800.00	3,287.80	3,000	6	18,000.00	
					Corporation tax, $1,103	Auto tax	284.80					
Cherokee	39,905.60	10	21⅔, 55, 35, 105	25,000.00		do	105.60	105.60	600	6	3,600.00	
									1,400	8	11,200.00	
Chowan	5,831.80		7½–60	5,300.00		Private subscriptions	100.00	531.80				
						Auto tax	431.80					
Clay	2,313.00	10		1,109.00		do	4.00	4.00	300	4	1,200.00	
Cleveland	23,852.20	25		23,000.00		do	852.20	852.20				

TABLE 16.—*County revenue applied to roads and bridges in 1914*—Continued.

County.	Total revenue applied to roads and bridges.	Property and poll tax.			Special taxes.	Other revenue applied to roads.			Statute labor tax.			Bridge tax.
		County rate, cents per $100.	Township rate, cents per $100.	Total receipts.		Source.	Receipts.	Total receipts.	Number of men worked.	Number of days worked.	Cash value at $1 per day.	
Columbus	$54,775.40	10		$11,266.80	Special tax, $603 Civic week, $200	Private subscriptions Auto tax	$1,200.00 505.60	$2,508.60	4,000	6	$24,000.00	$17,000.00
Craven	33,105.40		20,60	25,344.40		Central highway tax Auto tax	3,100.00 1,135.00	4,235.00				3,526.00
Cumberland	38,872.00	25		26,000.00		do	872.00	872.00				12,000.00
Currituck	4,143.60					do	143.60	143.60	1,000	4	4,000.00	
Dare	3,061.60					do	61.60	61.60	500	6	3,000.00	
Davidson	29,217.00	15–20	45–60	21,880.00		do	1,337.00	1,337.00	1,000	6	6,000.00	
Davie	50,708.13	20,60		10,059.33		Federal fund appropriation. Auto tax	12,425.00 223.80	12,648.80				28,000.00
Duplin	23,604.40		20,60	3,500.00		Private subscriptions Auto tax	1,800.00 304.40	2,104.40	3,000	6	18,000.00	
Durham	50,123.34	17		47,928.04	Dog tax, $572.50	do	1,622.80	2,195.30				
Edgecombe	31,882.13	25	20,23,60	30,201.53		do	1,680.60	1,680.60				
Forsyth	88,390.69	28		82,728.64	Federal funds, $1,412.25	Private subscriptions Auto tax	1,550.00 2,699.80	5,662.05				
Franklin	27,157.20	10	25–35	20,382.00		Private subscriptions Auto tax	50.00 725.20	775.20	1,000	6	6,000.00	
Gaston	43,757.00	25,75		41,250.00		Private subscriptions Auto tax	1,250.00 1,257.00	2,507.00				
Gates	1,796.08		20,60	1,668.88		do	127.20	127.20				
Graham	7,933.00	25,72	30,90	5,133.00					700	4	2,800.00	
Granville	42,244.27	30⅓		28,405.77		Dog tax Auto tax	984.50 854.00	1,838.50	3,000	4	12,000.00	
Greene	23,105.26		59	10,661.26		do	444.00	444.00	2,000	6	12,000.00	
Guilford	89,708.00	23½		70,000.00	Excess fees, county officers, $14,000.	Private subscriptions Auto tax	1,000.00 4,708.00	19,708.00				
Halifax	33,924.60		25,200	32,000.00		Private subscriptions Auto tax	500.00 1,424.60	1,924.60				
Harnett	10,198.40				Dog tax, $200	Private subscriptions Auto tax	300.00 698.40	1,198.40	1,500	6	9,000.00	
Haywood	36,374.20	12	33⅓	13,731.00	Special tax, $4,000	Private subscriptions Auto tax	400.00 243.20	4,643.20	3,000	6	18,000.00	
Henderson	13,584.40		20	9,000.00		Private subscriptions Auto tax	1,000.00 584.40	1,584.40	600	5	3,000.00	

Hertford	28,149.00		5–30	12,703.00		do	446.00	446.00	2,500	6	15,000.00	
Hoke	7,969.20	25,75		7,500.00		do	469.20	469.20				
Hyde	4,739.29		20,60	1,553.69		do	185.60	185.60	500	6	3,000.00	
Iredell	47,301.01	25,75		36,221.23		Federal fund	3,802.88	5,180.28				5,899.50
						Auto tax	1,377.40					
Jackson	17,134.00		10–55	9,118.00		do	16.00	16.00	2,000	4	8,000.00	
Johnston	42,149.24		25	28,874.24		Private subscriptions	1,000.00	2,475.00	1,800	6	10,800.00	
						Auto tax	1,475.00					
Jones	9,478.79	20,60		6,608.79		Private subscriptions	700.00	870.00	1,000	2	2,000.00	
						Auto tax	170.00					
Lee	8,951.60	17½,60		8,655.00		do	296.60	296.60				
Lenoir	54,332.12	18		14,287.72	Sale of railroad stock, $37,500.	Private subscriptions	1,500.00	40,044.40				
						Auto tax	1,044.40					
Lincoln	12,449.20	20,60		12,000.00		do	449.20	449.20				
McDowell	34,680.59	10	25–30	11,763.39	Federal fund, $10,000	Private subscriptions	62.00	10,167.20	1,000	6	6,000.00	
						Auto tax	105.20		1,350	5	6,750.00	
Macon	30,556.08	34		8,200.48		Private subscriptions	200.00	255.60	1,500	4	6,000.00	16,100.00
						Auto tax	55.60					
Madison	19,922.70	30		10,916.70		do	6.00	6.00	1,500	6	9,000.00	
Martin	20,866.63		16⅔,50	9,619.13		Special tax	234.90	1,047.50	1,700	6	10,200.00	
						Auto tax	812.60					
Mecklenburg	143,419.40	30	10–12½	130,720.00		do	4,699.40	4,699.40	2,000	4	8,000.00	
Mitchell	15,400.00	50		11,000.00					1,100	4	4,400.00	
Montgomery	30,609.89	10	30	17,927.89		Private subscriptions	4,200.00	4,682.00	2,000	4	8,000.00	
						Auto tax	482.00					
Moore	22,844.20		25,75	19,000.00		Private subscriptions	2,700.00	3,844.20				
						Auto tax	1,144.20					
Nash	41,452.60		30,60	40,000.00		do	1,452.60	1,452.60				
New Hanover	77,449.60			75,000.00		do	2,449.60	2,449.60				
Northampton	24,940.80	20	150	16,308.20		do	532.60	532.60	2,700	3	8,100.00	
Onslow	9,350.20		20,60	4,138.20		Private subscriptions	250.00	412.00	1,200	4	4,800.00	
						Auto tax	162.00					
Orange	20,171.20	35		18,780.00	Dog tax, $700	Private subscriptions	250.00	1,391.20				
						Auto tax	441.20					
Pamlico	9,324.00	20		3,629.00		Special tax	175.00	255.00	1,360	4	5,440.00	
						Auto tax	80.00					
Pasquotauk	10,420.07	13		9,720.27		do	699.80	699.80				
Pender	18,582.00		20,60	7,200.00		do	182.00	182.00	1,400	8	11,200.00	
Perquimans	13,589.41	35,105		13,351.41		do	238.00	238.00				
Person	12,515.40	25		12,013.00		do	502.40	502.40				
Pitt	34,533.40	15,45	30	18,500.00		Private subscriptions	4,000.00	6,033.40	2,000	5	10,000.00	
						Auto tax	2,033.40					
Polk	14,100.00	52		10,010.00		do	90.00	90.00	1,000	4	4,000.00	
Randolph	77,649.80	8⅓		6,500.00	Borrowed by county, $26,000	Private subscriptions	30,000.00	56,749.80	3,600	4	14,400.00	
						Auto tax	749.80					
Richmond	32,002.40	33⅓,100		30,333.00		Private subscriptions	500.00	1,669.40				
						Auto tax	1,169.40					
Robeson	52,998.98	21		36,521.18		do	1,437.80	1,437.80	3,760	4	15,040.00	
Rockingham	34,973.60	24		28,000.00		do	1,053.60	1,053.60	2,960	2	5,920.00	
Rowan	54,742.40	35,105		52,756.00		do	1,986.40	1,986.40				

TABLE 16.—*County revenue applied to roads and bridges in 1914*—Continued.

County.	Total revenue applied to roads and bridges.	Property and poll tax.			Special taxes.	Other revenue applied to roads.			Statute labor tax.			Bridge tax.
		County rate, cents per $100.	Township rate, cents per $100.	Total receipts.		Source.	Receipts.	Total receipts.	Number of men worked.	Number of days worked.	Cash value at $1 per day.	
Rutherford	$16,954.01	15,200		$16,050.81		Private subscriptions	$200.00	$903.20				
						Auto tax	703.20					
Sampson	32,493.60	12		10,000.00	Dog tax, $2,500	Private subscriptions	1,500.00	4,493.60	3,000	6	$18,000.00	
						Auto tax	493.60					
Scotland	25,093.80	20	30–50	23,993.06		do	1,100.80	1,100.80				
Stanley	18,023.60	10	25,75	13,081.00		do	702.60	702.60	1,060	4	4,240.00	
Stokes	32,416.80		30–40,100	20,000.00		do	216.80	416.80	2,000	6	12,000.00	
						R. R. tax	200.00					
Surry	19,726.00		20,60	6,600.00		Private subscriptions	600.00	1,126.00	2,000	6	12,000.00	
						Auto tax	526.00					
Swain	8,804.70	10		2,784.70		do	20.00	20.00	1,500	4	6,000.00	
Transylvania	14,826.70		15–25,45	8,610.10		do	216.60	216.60	1,500	4	6,000.00	
Tyrrell	9,512.40		15	367.00		Private subscriptions	17.00	145.40	1,500	6	9,000.00	
						Auto tax	128.40					
Union	43,265.75	25	14,75	21,453.55		Private subscriptions	200.00	812.20	3,500	6	21,000.00	
						Auto tax	612.20					
Vance	18,305.55	17,51		16,661.55		Private subscriptions	600.00	1,644.00				
						Auto tax	1,044.00					
Wake	81,724.47	25	(1)	74,562.07		Dog tax	3,643.00	7,162.40				
						Auto tax	3,519.40					
Warren	13,054.60	25	25,75	12,435.00		do	619.60	619.60				
Washington	13,398.40	20,60		10,000.00		do	398.40	398.40	500	6	3,000.00	
Watauga	11,601.90	21¾		5,550.30		do	51.60	51.60	1,500	4	6,000.00	
Wayne	32,099.00		10,30	13,757.00		do	1,542.00	1,542.00	2,800	6	16,800.00	
Wilkes	39,641.40	10		9,292.00		Private subscriptions	200.00	349.40	3,000	10	30,000.00	
						Auto tax	149.40					
Wilson	38,874.40	25,75	30,90	37,284.00		do	1,590.40	1,590.40				
Yadkin	14,242.80	40		5,135.20		do	107.60	107.60	1,500	6	9,000.00	
Yancey	20,819.00	15		2,811.00		do	8.00	8.00	3,000	6	18,000.00	
Total	2,780,490.78			1,808,679.85	(2)			272,155.43			610,130.00	$89,525.50

[1] Five townships, 10 extra.

[2] Amounts included with "other revenue applied to roads."

OKLAHOMA.

TABLE 17.—*County revenue applied to roads and bridges in 1915.*

County.	Total revenue applied to roads and bridges.	General county and township tax.		Other revenues applied to roads.	Statute labor tax.			
		Rate, mills per $1.[1]	Receipts.		Number of men worked out labor tax last fiscal year.	Average number of days worked per man.	Average daily wage for hired help.	Cash value of statute labor tax.
Adair	$14,550.62	0.10	$5,120.79	$429.83	1,800	4	$1.25	$9,000
Alfalfa	60,943.00	.76	60,143.00	800.00				
Atoka	26,923.02	1.50	20,351.37	6,571.65				
Beaver	19,941.46	.90	16,757.66	3,183.80				
Beckham	26,482.55	1.38	26,296.46	186.09				
Blaine	37,725.95	1.25	32,673.16	5,052.79				
Bryan	29,116.02	.85	26,716.02	2,400.00				
Caddo	70,897.76	1.28	49,523.50	5,374.26	2,000	4	2.00	16,000
Canadian	26,406.89	1.10	24,009.51	2,397.38				
Carter	19,767.00	.235	13,767.00	6,000.00				
Cherokee	24,169.83	1.00	14,144.83	25.00	2,000	4	1.25	10,000
Choctaw	19,963.17	.96	18,560.67	1,402.50				
Cimarron	323.19		323.19					
Cleveland	26,918.77		18,118.77		1,100	4	2.00	8,800
Coal	17,802.35	1.20	15,093.75	2,708.60				
Comanche	28,654.00	.62	28,304.00	350.00				
Cotton	10,738.21	.63	5,338.21		1,200	3	1.50	5,400
Craig	17,570.00	.70	11,770.00	1,800.00	1,000	2	2.00	4,000
Creek	101,505.64	1.38	85,755.39	15,750.25				
Custer	45,690.72	1.37	44,840.72	850.00				
Delaware	2,372.00		2,000.00	372.00				
Dewey	42,728.49	.47	42,406.24	322.25				
Ellis	9,060.81		9,060.81					
Garfield	55,019.93	.62	54,519.93	500.00				
Garvin	19,809.93	.87	19,809.93					
Grady	35,932.54	.82	35,932.54					
Grant	35,744.54		29,894.54		1,300	3	1.50	5,850
Greer	4,486.84	.30	2,530.00	1,956.84				
Harmon	22,822.97	.75	9,687.97	1,135.00	1,500	4	2.00	12,000
Harper	17,660.58	1.37	16,077.79	1,582.79				
Haskell	15,828.31	.65	15,828.31					
Jackson	25,406.00	.80	25,050.00	356.00				
Jefferson	10,627.09	.24	10,427.09	200.00				
Johnston	28,333.90	.94	17,132.90		2,435	4	1.50	11,201
Kay	37,681.04		31,009.54	6,671.50				
Kingfisher	29,267.75	.64	27,523.05	1,744.70				
Kiowa	27,917.28	.86	27,917.28					
Latimer	4,639.00	.20	4,453.00	186.00				
Le Flore	18,259.20	.04	17,869.20	390.00				
Lincoln	39,000.00	1.56	33,000.00	6,000.00				
Logan	43,471.32	.90	41,861.32	1,610.00				
Love	7,982.00	.51	7,932.00	50.00				
McClain	5,750.00	.43	2,750.00		1,000	2	1.50	3,000
McCurtain	11,290.39	.20	9,886.89	1,403.50				
McIntosh	7,440.77		4,130.40	3,310.37				
Major	24,369.16	1.00	24,169.16	200.00				
Marshall	10,446.78	.40	9,946.78	500.00				
Mayes	25,372.23	.80	22,125.23	185.00	1,225	2	1.25	3,062
Murray	16,312.24	.28	14,121.87	1,065.37	500	1½	1.50	1,125
Muskogee	69,660.05	.77	60,255.80	4,154.25	1,750	2	1.50	5,250
Noble	33,750.87	.97	29,392.10	4,358.77				
Nowata	27,059.58	.65	23,395.58	3,664.00				
Okfuskee	21,875.00	.865	21,875.00					
Oklahoma	82,699.46	.48	72,929.86	9,769.60				
Okmulgee	31,040.05	1.45	24,265.05	6,775.00				
Ottawa	18,734.38	.55	15,174.89	3,559.49				
Pawnee	25,040.00	1.50	23,540.00	1,500.00				
Payne	46,882.40		38,047.21	8,835.19				
Pittsburg	17,187.50		16,087.50	500.00	100	4	1.50	600
Pontotoc	17,887.10	.58	17,887.10					
Pottawatomie	46,894.11	1.02	42,894.11	4,000.00				
Roger Mills	12,968.03	1.00	12,968.03					
Rogers	27,521.68	0.56	27,221.68	300.00				
Seminole	8,960.75		8,960.75					
Sequoyah	4,876.50 12,153.49	.30	2,876.50 12,153.49	2,000.00				
Stephens	19,657.54	1.08	19,457.54	200.00				

[1] This is the rate for general county road purposes. The township rate varies in different townships, but averages about 1.5 mills per $1. Where the township rate is not given in the table the receipts derived therefrom are included.

OKLAHOMA—Continued.

TABLE 17.—*County revenue applied to roads and bridges in 1915*—Continued.

County.	Total revenue applied to roads and bridges.	General county and township tax.		Other revenues applied to roads.	Statute labor tax.			
		Rate, mills per $1.	Receipts.		Number of men worked out labor tax last fiscal year.	Average number of days worked per man.	Average daily wage for hired help.	Cash value of statute labor tax.
Texas	$18,763.15	0.98	$18,463.15	$300.00	.....	.....	.....	.....
Tillman	23,475.38	.59	23,475.38	.....	.....	.....	.....	.....
Tulsa	107,013.38	.71	98,662.44	8,350.94	.....	.....	.....	.....
Wagoner	31,935.18	1.00	30,555.18	1,380.00	.....	.....	.....	.....
Washington	78,763.61	1.20	76,447.61	2,316.00	.....	.....	.....	.....
Washita	{19,394.89 {19,189.94	1.15	{18,810.89 {18,939.94	584.00 250.00	.....	.....	.....	.....
Woodward	18,173.54	.80	18,173.54	.....	.....	.....	.....	.....
Total	2,102,680.80	.....	1,859,572.09	147,820.71	18,910	.....	.....	$95,288

TABLE 18.—*County revenue applied to roads and bridges in 1914.*

County.	Total revenue applied to roads and bridges.	County road and bridge tax.		Other revenues.		Statute labor tax.			
		Rate, mills per $1.	Receipts.	Sources.	Amounts obtained.	Number of men who worked.	Number of days worked.	Average daily wage.	Cash value.
Abbeville	$4,280.00	1	$3,880.00			100	4	$1.00	$400.00
Aiken	52,158.00		27,000.00	Township labor tax Borrowed from banks	$4,558.00 20,000.00	150	4	1.00	600.00
Anderson	34,013.41	2	27,013.41	Commutation tax	7,000.00				
Bamberg	5,000.00		5,000.00						
Barnwell	21,344.50	[1]	16,000.00	Commutation tax	5,344.50				
Beaufort	32,000.00	6.50	26,000.00			1,000	6	1.00	6,000.00
Berkeley	11,500.00		8,000.00	Chain gang	3,500.00				
Calhoun	7,500.00	1	2,500.00	Commutation tax	5,000.00				
Charleston	54,000.00	1.75	42,000.00			2,000	6	1.00	12,000.00
Cherokee	23,284.68	4	22,609.68			225	3	1.00	675.00
Chester	21,631.13	2	13,361.13	Commutation tax	8,270.00				
Chesterfield	23,574.46		8,574.46			3,000	5	1.00	15,000.00
Clarendon	5,000.00		5,000.00						
Colleton	20,000.00	3	14,000.00	Commutation tax	6,000.00				
Darlington	15,350.00	1	10,000.00	do	5,200.00	25	6	1.00	150.00
Dillon	4,094.00	1	4,094.00						
Dorchester	16,350.00		12,878.00	Commutation tax	3,472.00				
Edgefield	25,600.00	4	18,000.00	do	6,000.00	800	2	1.00	1,600.00
Fairfield	8,500.00		7,000.00	Fines	1,500.00				
Florence	21,018.96	2	17,018.96	Commutation tax	4,000.00				
Georgetown	20,572.00		3,500.00	Dispensary sales General tax	10,000.00 7,072.00				
Greenville	[2] 16,515.50		[2] 16,515.50						
Greenwood	28,000.00		28,000.00						
Hampton	28,291.80	5	17,000.00	Convict labor Commutation tax	6,570.00 4,721.80				
Horry	34,950.00	3	9,750.00	do Special road tax	24,000.00 1,200.00				
Jasper	[3] 7,912.84		[3] 7,912.84						
Kershaw	18,772.52	2.5	11,828.52	Commutation tax	6,944.00				
Lancaster	17,722.90		17,722.90						
Laurens	27,000.00	3	21,500.00	Commutation tax	5,500.00				

[1] Appropriation.

[2] Estimated on basis of 1-mill tax.

[3] Estimated on basis of 3-mill tax.

TABLE 18.—*County revenue applied to roads and bridges in 1914*—Continued.

County.	Total revenue applied to roads and bridges.	County road and bridge tax.		Other revenues.		Statute labor tax.			
		Rate, mills per $1.	Receipts.	Sources.	Amounts obtained.	Number of men who worked.	Number of days worked.	Average daily wage.	Cash value.
Lee	$13,260.00	2	$7,000.00	Commutation tax	$6,260.00				
Lexington	26,000.00	2	13,000.00	2-mill bridge tax	13,000.00				
Marion	15,000.00		13,500.00	Commutation tax	1,500.00				
Marlboro	28,000.00	5	28,000.00						
Newberry	15,250.00	1	7,250.00	Commutation tax	5,000.00	1,000	4	$0.75	$3,000.00
Oconee	16,100.00		8,000.00	Automobile license Commutation tax	1,500.00 5,400.00	300	4	1.00	1,200.00
Orangeburg	59,000.00		50,000.00	do	9,000.00				
Pickens	15,000.00		15,000.00						
Richland	16,142.63		[1] 16,142.63						
Saluda	22,594.73		[2] 5,094.73			3,500	5	1.00	17,500.00
Spartanburg	70,800.00		70,800.00						
Sumter	25,000.00		17,000.00	Commutation tax	8,000.00				
Union	15,000.00		15,000.00						
Williamsburg	19,122.84	2	10,122.84	Commutation tax	9,000.00				
York	28,273.47	2	18,273.47	Bridge tax	10,000.00				
Total	990,480.37		717,843.07		214,512.30				58,125.00

[1] Estimated on basis of one-fourth of total receipts for all purposes.

[2] Estimated on basis of 2-mill tax.

TABLE 19.—*County revenue applied to roads and bridges in 1914.*[1]

County.	Total revenue applied to roads and bridges.	General county tax.			Other revenues applied to roads and bridges.			Statute labor tax.			
		Rate, cents per $100.	Cash receipts.	Cash from labor tax.	Source.	Rate, cents per $100.	Amounts obtained.	Number of men who worked.	Average number of days worked.	Average wages for hired help.	Cash value of labor tax.[2]
Anderson	$5,537.18	20	$5,037.18					100	5	$1.00	$500.00
Bedford	5,640.32	10	5,640.32								
Benton	1,476.03	10	1,476.03								
Bledsoe	1,394.16	12	1,394.16								
Blount	7,578.02	20	7,578.02								
Bradley	1,559.17	5	1,559.17								
Campbell	13,155.57	15	6,405.57					1,800	3	1.25	6,750.00
Cannon	2,069.15	10	2,069.15								
Carroll	3,956.00	10	3,956.00								
Carter	11,325.00	10	2,730.00		Extra levy	15	$4,095.00	1,200	5	.75	4,500.00
Cheatham	13,601.38	10	1,175.69		Bridge tax	10	1,175.69	1,500	5	1.50	11,250.00
Chester	7,027.71	10	2,376.97		do	20	4,650.74				
Claiborne	2,011.50	10	2,011.50								
Clay	1,409.52	10	1,409.52								
Cocke	10,546.73	10	4,218.70		Highway tax	15	6,328.03				
Coffee	2,212.43	10	2,212.43								
Crockett	4,874.00	20	3,874.00		Railroad and telegraph		1,000.00				
Cumberland	1,506.95	10	1,506.95								
Davidson	149,074.74	10	100,009.16	$10,000.00	Outside first district	10	39,065.58				
Decatur	5,482.28	10	1,241.14		Bridge tax	10	1,241.14	600	5	1.00	3,000.00
Dekalb	4,722.70	20	4,722.70								
Dickson	1,986.65	10	1,986.65								
Dyer	13,225.94	20	13,225.94								
Fayette	7,583.80	20	7,583.80								
Fentress	5,726.95	15	3,226.95	2,500.00							
Franklin	16,712.00	10	4,212.00					2,500	5	1.00	12,500.00
Gibson	27,577.24	20	17,577.24		Donations		10,000.00				
Giles	10,012.27	15	10,012.27								
Grainger	9,983.40	12	1,883.40	1,600.00	Levies by general court		2,000.00	1,000	6	.75	4,500.00
Greene	31,596.10	25	5,346.10		General maintenance	25	11,250.00	2,000	5	1.50	15,000.00
Grundy	3,818.76	10	1,272.92		Bridge tax	20	2,545.84				

[1] This information was obtained partly from the report of the Comptroller of the Treasury and partly from county officers and private citizens.

[2] Blank spaces in column under this head indicate that it was impossible to obtain information. Nearly all of the counties still make use of the statute labor tax, but records on this subject appear to be very incomplete and inaccurate.

TABLE 19.—*County revenue applied to roads and bridges in 1914*—Continued.

County.	Total revenue applied to roads and bridges.	General county tax.			Other revenues applied to roads and bridges.			Statute labor tax.			
		Rate, cents per $100.	Cash receipts.	Cash from labor tax.	Source.	Rate, cents per $100.	Amounts obtained.	Number of men who worked.	Average number of days worked.	Average wages for hired help.	Cash value of labor tax.[a]
Hamblen	$13,053.21	10	$3,053.21		Highway tax	30	$10,000.00				
Hamilton	45,960.37	10	45,960.37								
Hancock	697.56	12	697.56								
Hardeman	12,795.84	16	5,295.84		Bridge tax	15	7,500.00				
Hardin	11,625.00	10	3,750.00					1,400	7½	$0.75	$7,875.00
Hawkins	2,356.37	10	2,356.37								
Haywood	37,389.75	25	9,889.75		County workhouse		12,500.00	2,500	6	1.00	15,000.00
Henderson	2,210.72	10	2,210.72								
Henry	34,086.40	20	9,086.40		Donations Appropriation by court		5,000.00 2,000.00	3,000	6	1.00	18,000.00
Hickman	3,008.68	10	3,008.68								
Houston	5,331.25	25	2,331.25					600	5	1.00	3,000.00
Humphreys	5,943.05	15	3,565.83		Bridge tax	10	2,377.22				
Jackson	2,057.16	12	2,051.16								
James	1,917.75	25	1,917.75								
Jefferson	2,821.26	10	2,821.26								
Johnson	8,126.04	12	1,376.04					1,500	6	.75	6,750.00
Knox	37,382.13	10	37,382.13								
Lake	3,720.75	15	3,720.75								
Lauderdale	12,685.29	15	7,985.29	$700.00				800	5	1.00	4,000.00
Lawrence	2,533.24	10	2,533.24								
Lewis	1,281.00	12	1,281.00								
Lincoln	36,573.00	25	15,573.00					3,000	7	1.00	21,000.00
Loudon	8,611.21	10	2,168.10	333.63	Bridge tax		2,984.48	500	5	1.25	3,125.00
Macon	13,457.46	30	4,457.46					2,000	6	.75	9,000.00
McMinn	14,000.00	10	4,000.00					2,000	5	1.00	10,000.00
McNairy	4,037.55	15	4,037.55								
Madison	13,397.44	16	13,397.44								
Marion	11,125.00	10	3,500.00	1,000.00	Pike tax	10	3,500.00	500	5	1.25	3,125.00
Marshall	3,873.45	10	3,873.45								
Maury	76,621.38	16	22,845.27		General fund		23,776.11	6,000	5	1.00	30,000.00
Meigs	6,013.88	10	1,006.94		Bridge tax	10	1,006.94	800	5	1.00	4,000.00
Monroe	11,765.40	15	6,140.40					1,500	5	.75	5,625.00
Montgomery	34,731.70	35	24,731.70					2,000	5	1.00	10,000.00
Moore	1,028.02	14	1,028.02								

Morgan	3,121.84	15	3,121.84					1,800	5	1.50	13,500.00
Obion	32,170.64	20	18,670.64					1,620	7	1.00	11,340.00
Overton	13,972.74	20	2,632.74								
Perry	10,031.96	12	1,431.96		Bridge tax Privilege tax	20	2,200.00 400.00	1,000	6	1.00	6,000.00
Pickett	2,656.60	12	603.60		Special tax	.04	208.00	410	6	.75	1,845.00
Polk	20,064.97	10	5,064.97		Bridge tax	25	15,000.00				
Putnam	18,124.68	12	3,124.68					2,500	6	1.00	15,000.00
Rhea	1,832.56	8	1,832.56								
Roane	22,318.89	10	4,194.92		County highway tax County highway special tax	10 13	3,881.85 7,942.12	1,260	5	1.00	6,300.00
Robertson	12,000.00	20	12,000.00								
Rutherford	22,805.97	10	7,805.97					4,000	5	.75	15,000.00
Scott	23,667.00	25	7,545.00		Bridge tax Special highway tax	25 15	7,545.00 4,527.00	900	3	1.50	4,050.00
Sequatchie	2,100.00	12	900.00					200	6	1.00	1,200.00
Sevier	3,132.72	12	3,132.72								
Shelby	342,603.30	30	297,603.30		Bridge tax	5	45,000.00				
Smith	27,633.28	16	7,633.28					4,000	5	1.00	20,000.00
Stewart	13,134.81	25	5,134.81					1,600	4	1.25	8,000.00
Sullivan	6,546.12	10	6,546.12								
Sumner	10,741.56	20	10,741.56								
Tipton	13,050.00	30	13,050.00								
Trousdale	6,981.44	20	3,181.44		Privilege license		200.00	800	6	.75	3,600.00
Unicoi	7,375.00	25	3,000.00					700	5	1.25	4,375.00
Union	2,742.67	35	2,742.67								
Van Buren	2,878.44	10	983.26		Bridge tax	20	1,895.18				
Warren	5,480.02	20	5,480.02								
Washington	6,000.00	10	6,000.00								
Wayne	10,505.08	15	2,705.08		Bridge tax	10	1,800.00	1,200	5	1.00	6,000.00
Weakley	14,229.60	20	14,229.60								
White	15,775.86	20	3,275.86					2,500	5	1.00	12,500.00
Williamson	15,000.00	20	12,000.00	2,000.00	Automobile tax		1,000.00				
Wilson	36,973.93	30	23,223.93					2,750	5	1.00	13,750.00
Total	1,592,253.64		977,564.09	18,133.63			245,595.92	66,040			350,960.00

TABLE 20.—*County revenue applied to roads and bridges in 1914.*

County.	Total revenue applied to roads and bridges.	County road and bridge tax.		Other revenues.		Statute labor tax.				Cash in lieu of labor.
		Rate, cents per $100.	Receipts.	Source.	Amounts obtained.	Number of men who worked.	Number of days worked.	Average daily wage.	Cash value.	
Anderson	$47,000.00	30	$40,000.00	Special road tax	$7,000.00					
Andrews										
Angelina	15,722.55	15	15,722.55							
Aransas										
Archer	15,125.00	15	9,000.00	Transfer	5,000.00	150	5	$1.50	$1,125.00	
Armstrong	4,000.00	12	4,000.00							
Atascosa	25,000.00	15	25,000.00							
Austin	22,309.93		13,761.22	Fines, etc	8,548.71					
Bandera	7,026.36	15	3,830.11			497	5	1.25	3,106.25	$90.00
Bailey										
Bastrop	32,500.00	25	20,000.00			5,000	2	1.25	12,500.00	
Baylor	4,829.27	14	4,829.27							
Bee	55,000.00	30	25,500.00	County warrants	29,500.00					
Bell										
Bexar	119,000.00	10	110,000.00							[1] 9,000.00
Blanco	8,588.00	15	4,888.00			600	4	1.25	3,000.00	700.00
Borden	3,800.00	11	3,000.00	Transfer	800.00					
Bosque	29,000.00	15	18,000.00	Donations	5,000.00	1,000	4	1.50	6,000.00	
Bowie	20,000.00	15	20,000.00							
Brazoria	27,463.67	15	27,463.67							
Brazos	53,863.41	15	10,023.41	County warrants	40,000.00	931	3.3	1.25	3,840.00	
Brewster	12,984.06	15	12,984.06							
Briscoe	6,947.77	15	3,924.77			278	5	2.00	2,780.00	243.00
Brooks	3,100.00		2,850.00	Fines, etc	250.00					
Brown	16,000.00	15	16,000.00							
Burleson	35,000.00	15	15,000.00	Special tax	15,000.00	1,000	4	1.25	5,000.00	
Burnet	13,625.00	10	8,000.00			900	5	1.25	5,625.00	
Caldwell	15,000.00		15,000.00							
Calhoun										
Callahan	11,400.00	15	9,000.00			400	4	1.50	2,400.00	
Cameron	23,400.00	15	23,400.00							
Camp										
Carson	5,230.16	15	5,122.16			12	3	3.00	108.00	
Cass	31,000.00	15	10,500.00	Special road tax	10,500.00	2,000	4	1.25	10,000.00	
Castro	2,024.16	5	1,524.16			50	5	2.00	500.00	
Chambers	5,778.00	15	5,778.00							

Cherokee	17,500.00	15	15,000.00			500	5	1.00	2,500.00	
Childress	73,251.84	25	13,251.84						[2] 60,000.00	
Clay	31,000.00	15	20,000.00	Special road tax	11,000.00					
Cochran	1,153.83	15	1,153.83							
Coke	9,500.00	30	9,500.00							
Coleman	18,000.00	15	18,000.00							
Collin	43,892.46	15	43,892.46							
Collingsworth	10,000.00	15	5,000.00	Special road tax	5,000.00					
Colorado	43,028.00	30	43,028.00							
Comal	21,159.78	14½	10,400.00	Special road tax	10,759.78					
Comanche	15,000.00	15	15,000.00							
Concho										
Cooke	30,941.07	15	30,941.07							
Coryell	43,000.00	15	14,000.00	Special road tax	14,000.00	2,000	5	1.50	15,000.00	
Cottle	6,000.00	15	6,000.00							
Crane										
Crockett	20,000.00	10	20,000.00							
Crosby	4,774.50		4,774.50							
Culbertson										
Dallam	12,000.00		6,000.00	Special road tax	6,000.00					
Dallas	180,000.00	15	180,000.00							
Dawson	4,977.50	5	1,500.00	Special road tax	2,540.00	150	5	1.25	937.50	
Deaf Smith	6,145.89		6,145.89							
Delta	27,559.00	30	15,000.00	Special road tax	1,309.00	1,500	5	1.50	11,250.00	
Denton	50,441.21		49,854.21	Fines	590.00					
De Witt	43,550.00	12½	24,250.00	Special road tax	19,300.00					
Dickens	8,013.50	15	5,800.00	Fines	651.00	250	5	1.25	1,562.50	
Dimmit	8,250.00	15	8,250.00							
Donley	18,100.00	15	8,100.00	Special road tax	10,000.00					
Duval	7,088.02	15	7,088.02							
Eastland	14,812.00	15	14,812.00							
Ector										
Edwards										
El Paso	92,000.00	24½	92,000.00							
Ellis	68,600.43	15	55,507.43	Special revenue	13,093.00					
Erath	46,715.00	15	18,000.00	....do	28,715.00					
Falls	43,000.00	23	43,000.00							
Fannin	86,683.14	15	35,000.00	Commutation tax	51,683.14					
Fayette	28,855.26	15	28,728.82	Interest on cash deposits	126.44					
Fisher	34,000.00	15	12,000.00	Special tax and transfer funds.	14,500.00	1,000	5	1.50	7,500.00	
Floyd	26,772.50	15	13,240.00	Special tax	13,532.50					
Foard										
Fort Bend	21,000.00	15	21,000.00							
Franklin	20,675.47	15	18,465.58	Special revenue	2,209.89					
Freestone	10,000.00	15	10,000.00							
Frio	14,500.00	30	14,500.00							
Gaines	3,952.37	15	3,952.37							
Galveston [3]										
Garza	9,941.18	22	9,741.18			40	2½	2.00	200.00	
Gillespie	18,550.00	12½	7,200.00			1,192	5	1.25	7,450.00	3,900

[1] Cash value of convict labor applied to roads.

[2] Cash value of free labor applied to roads.

[3] No tax for roads 1914.

TEXAS—Continued.

TABLE 20.—*County revenue applied to roads and bridges in 1914*—Continued.

County.	Total revenue applied to roads and bridges.	County road and bridge tax.		Other revenues.		Statute labor tax.				Cash in lieu of labor.
		Rate, cents per $100.	Receipts.	Source.	Amounts obtained.	Number of men who worked.	Number of days worked.	Average daily wage.	Cash value.	
Glasscock	$1,000.00	10	$1,000.00							
Goliad	42,750.00	15	12,750.00							
Gonzales	47,000.00	20	47,000.00							
Gray	6,000.00	15	6,000.00							
Grayson	71,500.00	30	67,000.00	Special tax	$4,500.00					
Gregg	7,209.00			do	7,209.00					
Grimes	21,375.00	15	19,500.00			300	5	$1.25	$1,875.00	
Guadalupe	20,020.74	15	20,020.74							
Hale	11,851.71	15	11,851.71							
Hall	9,308.66	15	9,308.66							
Hamilton	24,139.95	15	14,483.97	Special road fund	9,655.98					
Hansford [1]										
Hardeman	26,425.00	14	11,200.00	Special tax	9,600.00	750	5	1.50	5,625.00	
Hardin	39,524.00	15	15,164.00	do	21,235.00	500	5	1.25	3,125.00	
Harris	251,686.79	20	251,686.79							
Harrison	30,000.00	15	20,000.00	Special tax, etc	10,000.00					
Hartley	7,200.00	12	7,200.00							
Haskell	18,000.00	15	18,000.00							
Hays	18,350.00	15	15,000.00	Convicts, fines, and labor	2,000.00	300	3	1.50	1,350.00	
Hemphill	5,756.25	15	5,600.00			25	5	1.25	156.25	
Henderson	10,000.00	15	10,000.00							
Hidalgo	19,563.00	15	19,563.00							
Hill	45,820.43	13	45,820.43							
Hockley										
Hood	6,972.00	15	6,972.00							
Hopkins	33,090.11	15	33,090.11	Special tax	[2]					
Houston	9,248.00	10	8,000.00	Special tax and fines	1,200.00	40	8	1.50	48.00	
Howard	12,000.00	30	8,000.00			400	5	1.75	3,500.00	$500.00
Hunt	55,706.47	22½	55,706.47							
Hutchinson	330.00		222.00			12	3	3.00	108.00	
Irion	4,340.00	15	3,800.00			120	3	1.50	540.00	
Jack	28,250.00	30	21,000.00	Donations	500.00	1,080	5	1.25	6,750.00	
Jackson	125,000.00	29	125,000.00							
Jasper	21,000.00		13,500.00			1,000	5	1.50	7,500.00	
Jeff Davis	5,995.96	15	5,995.96							
Jefferson										
Jim Hogg	3,000.00	15	3,000.00							

Jim Wells										
Johnson	64,941.45	30	64,941.45							
Jones	15,000.00	15	15,000.00							
Karnes	16,118.93	15	16,118.93							
Kaufman	40,340.80	15	29,486.50	General fund, fines, transfers.	10,854.30					
Kendall	6,000.00	15	6,000.00							
Kent										
Kerr	9,374.48	15	6,374.48	General fund and public subscription.	3,000.00					
Kimble	4,765.00	15	4,765.00							
King										
Kinney	81,123.00	15	81,123.00							
Kleberg	9,750.00	15	9,750.00							
Knox	13,500.00	15	9,000.00			300	5	3.00	4,500.00	
Lamar	39,375.00	15	20,000.00	From general fund	10,000.00	1,500	5	1.25	9,375.00	
Lamb	1,080.00		1,080.00							
Lampasas [3]										
La Salle	16,000.00	15	6,000.00	Transferred from other funds.	10,000.00					
Lavaca	9,000.00		9,000.00							
Lee										
Leon	13,307.00	15	13,307.00							
Liberty	30,170.00	15	15,085.00	Special road tax, 15 cents	15,085.00					
Limestone	50,332.25	28	39,048.42	Ind. district tax, 45 cents	11,283.83					
Lipscomb	11,696.49	15	5,403.25	Transferred from special fund.	6,139.24					154.00
Live Oak	9,500.00	15	6,500.00	Transferred from other fund.	3,000.00					
Llano										
Loving										
Lubbock	4,000.00	15	4,000.00							
Lynn	2,544.00	3	900.00			150	5	2.00	1,500.00	144.00
McCulloch [4]										
McLennan	92,109.19	16½	88,249.12	Fines and interest	3,760.07					
McMullen										
Madison	7,000.00	15	6,000.00			200	5	1.00	1,000.00	
Marion	10,982.26	15	7,785.03	Fines and surplus	1,322.23	300	5	1.25	1,875.00	
Martin	900.00	3	900.00							
Mason	14,000.00	15	14,000.00							
Matagorda	51,054.60	30	34,036.40	Special tax	17,018.20					
Maverick	4,000.00	15	4,000.00							
Medina	12,670.00	12	12,670.00							
Menard										
Midland	800.00	1	500.00	Fines	250.00					50.00
Milam	7,718.89	4	7,718.89							
Mills	10,000.00	15	9,000.00	Fines	1,000.00					
Mitchell	10,000.00	15	10,000.00							
Montague	75,000.00	15	22,500.00	Special tax	22,500.00	4,000	5	1.50	30,000.00	
Montgomery	27,000.00	30	27,000.00							

[1] Treasurer states there are no roads in county.
[2] Included in amount for general.
[3] Surplus from general tax applied to roads.
[4] No road tax except for sinking fund to retire bonds.

TABLE 20.—*County revenue applied to roads and bridges in 1914*—Continued.

County.	Total revenue applied to roads and bridges.	County road and bridge tax.		Other revenues.		Statute labor tax.				Cash in lieu of labor.
		Rate, cents per $100.	Receipts.	Source.	Amounts obtained.	Number of men who worked.	Number of days worked.	Average daily wage.	Cash value.	
Moore	$1,000.00	5	$1,000.00							
Morris	12,750.00	30	8,500.00	Special improvement fund.	$4,000.00	50	4	$1.25	$250.00	
Motley	3,284.30	7½	3,284.30							
Nacogdoches	14,427.12	15	14,427.12							
Navarro	39,175.09	15	39,175.09							
Newton	16,800.00		13,000.00			600	2	1.50	1,800.00	$2,000.00
Nolan	12,600.00	15	12,600.00							
Nueces	22,000.00	15	22,000.00							
Ochiltree	2,737.54		1,612.54			150	5	1.50	1,125.00	
Oldham	3,585.47	10	3,585.47							
Orange	8,000.00	30	8,000.00							
Palo Pinto	30,000.00	25	30,000.00							
Panola	7,500.00	15	6,000.00							1,500.00
Parker	36,250.00	25	35,000.00			500	2	1.25	1,250.00	
Parmer	3,125.00		3,125.00							
Pecos										
Polk										
Potter	7,500.00	6	7,500.00							
Presidio	8,000.00	15	8,000.00							
Rains	4,000.00	15	4,000.00							
Randall	2,250.00	10	2,250.00							
Reagan										
Real	3,952.50	15	1,800.00			287	5	1.50	2,152.50	
Red River	68,750.00	15	18,750.00	Transfer from funds	20,000.00	4,000	5	1.50	30,000.00	
Reeves	11,074.29	25	11,074.29							
Refugio	8,000.00	15	8,000.00							
Roberts	2,500.00	10	2,500.00							
Robertson	11,724.54	30	11,724.54							
Rockwall	7,463.62	15	7,463.62							
Runnels	18,000.00	15	12,000.00	Transfer funds	6,000.00					
Rusk	11,000.00	30	11,000.00							
Sabine	6,000.00	15	6,000.00							
San Augustine	14,000.00	30	14,000.00							
San Jacinto	6,625.00	15	3,500.00			500	5	1.25	3,125.00	
San Patricio	59,000.00	15	59,000.00							
San Saba	23,000.00	15	14,000.00			1,200	5	1.50	9,000.00	
Schleicher	6,000.00	15	4,500.00			150	5	2.00	1,500.00	
Scurry	6,611.92	10	6,611.92							

Shackelford	17,500.00	15	6,500.00	Special tax, 30 cents	11,000.00					
Shelby	45,500.00	30	21,000.00	Fines and deficiency warrants.	24,500.00					
Sherman	140.00			Fines and forfeitures	40.00	20	2	2.50	100.00	
Smith	15,000.00	15	15,000.00							
Somervell	2,670.00	15	1,670.00			150	2	2.00	1,000.00	
Starr	3,159.58		3,159.58							
Stephens	7,125.00	15	7,125.00							
Sterling	3,000.00	15	3,000.00							
Stonewall	7,200.00	15	6,500.00	Fines	700.00					
Sutton	6,650.00	21	6,300.00							350.00
Swisher	12,057.92	15	6,882.92	Special levy, 15 cents	5,000.00	20	5	1.75	175.00	
Tarrant	164,245.26	15	114,496.80	Fines, etc	49,748.46					
Taylor	26,000.00		18,000.00			1,000	5	1.50	7,500.00	[1] 500.00
Terrell	1,800.00	10	1,800.00							
Terry	1,000.00		1,000.00							
Throckmorton	12,500.00	30	12,500.00							
Titus	7,541.00	15	7,541.00							
Tom Green	18,500.00	15	16,500.00	Fines and interest	2,000.00					
Travis	104,250.00	20	82,000.00	Fines and forfeitures	1,000.00	2,500	3	1.50	11,250.00	[1] 10,000.00
Trinity	13,262.54	15	9,512.54			750	5	1.00	3,750.00	
Tyler	9,000.00	15	9,000.00							
Upshur	13,000.00	30	13,000.00							
Upton	1,251.01	5	896.01	Fines	50.00	20	5	2.00	200.00	105.00
Uvalde	13,000.00	15	13,000.00							
Val Verde	12,500.00	15	12,500.00							
Van Zandt										
Victoria										
Walker	10,027.38	15	10,027.38							
Waller	5,300.00	15	5,300.00							
Ward	5,818.16	15	5,435.66			85	3	1.50	382.50	
Washington	33,570.00	30	16,785.00	Special road and bridge tax.	16,785.00					
Webb	11,000.00	15	11,000.00							
Wharton	28,000.00	30	28,000.00							
Wheeler	10,800.00	30	10,800.00							
Wichita	32,146.52	15	32,146.52							
Wilbarger	18,000.00	14	18,000.00							
Willacy	1,125.90	5	1,125.00							
Williamson	88,446.44		48,420.83	Donations and transfers	26,537.61	1,000	4	1.50	6,000.00	7,488.00
Wilson	15,000.00	15	15,000.00							
Winkler										
Wise	40,000.00	30	40,000.00							
Wood	18,500.00	15	15,000.00	Special tax	3,500.00					
Yoakum	981.45	8	981.45							
Young	17,000.00		17,000.00							[4]
Zapata	636.12	12	636.12							
Zavalla	1,683.39		1,683.39							
Total	5,101,243.86		4,064,165.98		678,582.38				321,771.50	36,724.00

[1] Cash value of convict labor applied to roads.

VIRGINIA.

TABLE 21.—*County revenue applied to roads and bridges during 1914.*

County.	Total revenue applied to roads and bridges.	Tax rate, cents per $100.	
		County.	District.
Accomac	$20,671.49	.....	25–35
Albemarle	34,021.60	.....	20
Alexandria	29,379.81	.....	50
Alleghany	16,054.03	35	.....
Amelia	2,490.16 7,765.74	35	10–15
Amherst	13,549.78	10	20–25
Appomattox	7,242.66	.....	30
Augusta	[1] 76,713.81	25	20
Bath	13,000.00	40	.....
Bedford	30,149.99	15	Varies.
Bland	7,734.76	20	40
Botetourt	[2] 34,600.00	45	.....
Brunswick	21,860.14	20	5–20
Buchanan	18,507.08	20	20
Buckingham	6,598.66	25	.....
Campbell	[3] 37,458.23	.....	30–35
Caroline	14,002.20	.....	35
Carroll	[4] 18,783.68	50	.....
Charles City	3,598.87	15	20
Charlotte	8,000.00	50	.....
Chesterfield	[5] 33,000.00	20	.....
Clarke	13,592.44	5	30
Craig	5,700.00	10	30
Culpeper	13,065.26	.....	20–40
Cumberland	7,092.61	20	15
Dickenson	7,683.36	20	20–30
Dinwiddie	13,000.00	20	.....
Elizabeth City	5,500.00	.....	15
Essex	3,805.99	21⅔	.....
Fairfax	[6] 27,174.42	.....	25
Fauquier	25,000.00	20	.....
Floyd	10,861.13	50	.....
Fluvanna	4,000.00	20	.....
Franklin	17,106.44	10 5	25–40
Frederick	15,400.00	28	.....
Giles	10,000.00	25	.....
Gloucester	9,435.99	35	8–10
Goochland	9,560.00	10	25
Grayson	[7] 16,933.15	33⅓	.....
Greene	[8] 2,428.88	20	.....
Greensville	17,773.89	10	40
Halifax	29,262.35	15	25–30
Hanover	[9] 32,581.37	15	25–30
Henrico	47,922.69	20	20
Henry	13,000.00	.....	.....
Highland	4,898.19	15	.....
Isle of Wight	[10] 10,575.20	.....	15–20
James City	[11] 4,832.95	20	.....
King and Queen	5,500.00	15	25
King George	3,486.87	40	.....
King William	4,039.00	10	15–20
Lancaster	$8,615.34	45	.....
Lee	23,663.40	10	30–40
Loudoun	30,601.99	[12] 4	15–20
Louisa	[13] 10,347.09	.....	25
Lunenburg	4,200.00	.....	15–20
Madison	5,240.40	20	.....
Mathews	2,237.98	30	.....
Mecklenburg	17,058.90	25	.....
Middlesex	3,049.18	45	.....
Montgomery	12,000.00	.....	25
Nansemond	4,050.32	20	15
Nelson	[14] 24,876.00	.....	25
New Kent	3,500.00	10	20,30
Norfolk	127,799.59	20	.....
Northampton	10,529.15	.....	15–20
Northumberland	7,595.12	45	.....
Nottoway	11,065.25	.....	20,40
Orange	10,549.06	.....	10–25
Page	11,065.38	20	20,25
Patrick	6,125.00	35	.....
Pittsylvania	40,112.34	40	.....
Powhatan	2,800.00	20	.....
Prince Edward	[15] 16,483.00	20	.....
Prince George	[16] 15,579.02	.....	30,40
Prince William	[17] 25,135.95	7½	30
Princess Anne	[18] 10,035.31	.....	20
Pulaski	20,219.00	.....	.....
Rappahannock	3,766.32	.....	15
Richmond	3,278.49	30	.....
Roanoke	33,901.07	15	15
Rockbridge	27,037.31	11	25–35
Rockingham	52,000.00	14	27½
Russell	16,312.56	.....	30
Scott	13,344.33	.....	25–40
Shenandoah	20,897.73	25	20–25
Smyth	9,484.19	.....	25,30
Southampton	30,000.00	45	30
Spotsylvania	4,745.84	.....	15,20
Stafford	11,076.54	40	20–35
Surry	7,130.36	35	20
Sussex	[19] 7,000.00 21,300.00	.....	20–40
Tazewell	45,279.00	.....	30
Warren	7,521.80	30	20
Warwick	2,879.77	10	10,20
Washington	25,000.00	.....	50
Westmoreland	6,651.74	.....	25–40
Wise	11,880.01	.....	10
Wythe	12,199.40	.....	20,25
York	5,290.90	5	20,30
Total	1,687,906.00		

[1] Includes $1,425 private subscriptions.
[2] Includes $7,500 private subscriptions.
[3] Includes $5,000 from general county fund.
[4] Includes $3,232.06 from general county fund.
[5] Includes $10,000 from general county fund and $1,000 private subscription.
[6] Includes $7,447.85 special tax.
[7] Includes $10,546 property tax worked out and $2,387.15 from general county fund.
[8] Includes $200 property tax worked out.
[9] Includes $7,392.09 donations.
[10] Includes $1,300 commutation tax and $2,250 private subscriptions.
[11] Includes $1,500 from general county fund.
[12] Bridge.
[13] Includes $441.80 dog tax.
[14] Includes $9,000 from county fund.
[15] Includes $6,483 from dispensary.
[16] Includes $3,981.80 county tax on railroads and steamboats.
[17] Includes $6,000 joint funds.
[18] Includes $1,500 from general county fund.
[19] County bridge.

WEST VIRGINIA.

TABLE 22.—*County revenue applied to roads and bridges for fiscal year 1914–15.*

County.	Total revenue applied to roads and bridges.	Permanent road tax.		Bridge tax.	General road tax.		Capitation tax, rate $1 per capita.
		Rate, mills per $1.	Receipts.		Rate, mills per $1.	Receipts.	
Barbour	$34,886	0.5	$8,754	$17,496	0.5	$7,039	$1,597
Berkeley	18,424	.5	10,803	.....	.5	6,537	1,084
Boone	19,931	.....	.....	7,005	1.0	11,054	1,872
Braxton	12,296	.3	4,198	.....	.5	5,622	2,476
Brooke	38,426	1.0	12,005	8,213	1.8	17,448	760
Cabell	31,756	.5	23,346	.....	1.0	7,759	651
Calhoun	16,980	.5	2,171	9,417	1.0	4,340	1,052
Clay	6,566	1.0	5,514	.....	.1	550	502
Doddridge	38,760	.....	.....	.....	2.0	37,374	1,386
Fayette	91,353	2.0	48,912	.....	1.0	33,081	9,360
Gilmer	20,088	.....	.....	4,792	1.6	14,122	1,174
Grant	20,300	.....	.....	11,155	1.4	8,009	1,136
Greenbrier	58,263	1.0	14,748	18,967	1.5	22,121	2,127
Hampshire	22,588	.06	446	10,704	1.2	10,140	1,298
Hancock	31,734	1.3	20,481	.....	1.0	9,376	1,877
Hardy	16,637	1.0	5,593	3,916	1.2	4,742	2,386
Harrison	235,637	1.0	81,664	25,598	2.2	122,378	5,997
Jackson	34,478	.5	5,226	14,630	1.5	13,553	1,069
Jefferson	18,313	1.0	11,366	.....	.5	5,684	1,263
Kanawha	[1] 149,165	.....	.....	.....	.....	[1] 149,165	.....
Lewis	60,378	.....	.....	24,027	1.6	33,886	2,465
Lincoln	48,439	.5	6,694	26,770	1.0	13,045	1,930
Logan	11,379	1.0	1,852	.....	.4	6,599	2,928
Marion	117,589	.6	61,951	.....	1.4	51,954	3,684
Marshall	39,231	.....	2,886	.....	1.5	35,086	1,259
Mason	46,217	.5	6,699	20,085	1.8	18,166	1,267
Mercer	61,754	1.2	43,502	.....	1.0	16,058	2,194
Mineral	35,521	.5	7,878	12,605	1.5	14,115	923
Mingo	12,593	.2	5,963	.....	.2	4,503	2,127
Monongalia	57,596	.5	26,040	.....	.8	29,244	2,312
Monroe	24,252	.4	3,532	11,785	1.1	7,799	1,136
Morgan	18,885	1.0	7,891	.....	1.0	9,498	1,496
McDowell	77,096	.9	41,526	.....	.6	24,979	10,591
Nicholas	20,558	.5	7,244	.....	1.0	11,209	2,105
Ohio	[2] 167,030	.....	.....	.....	.....	[2] 167,030	.....
Pendleton	12,703	.5	1,402	3,497	1.5	6,624	1,180
Pleasants	16,408	.....	6,129	.....	1.5	9,957	322
Pocahontas	46,005	1.0	11,035	15,120	1.3	16,838	3,012
Preston	38,761	.5	9,215	12,275	.8	14,742	2,529
Putnam	14,318	.5	5,058	.....	1.0	8,734	526
Raleigh	26,079	.....	.....	.....	.7	20,776	5,303
Randolph	48,815	.5	7,054	23,828	1.0	15,182	2,751
Ritchie	55,026	.....	.....	19,879	2.0	33,279	1,868
Roane	54,246	.5	14,897	11,809	1.5	25,386	2,154
Summers	13,275	1.0	6,646	.....	.8	5,316	1,313
Taylor	41,767	.5	9,839	19,670	1.0	11,333	925
Tucker	26,249	.5	7,314	7,314	1.0	9,206	2,415
Tyler	46,047	1.0	15,606	13,828	1.0	15,606	1,007
Upshur	13,788	.09	1,173	.....	1.0	11,318	1,297
Wayne	65,563	.5	9,769	37,782	1.0	15,702	2,310
Webster	19,827	.....	.....	8,476	1.3	9,967	1,384
Wetzel	91,735	.4	14,810	17,034	2.0	58,142	1,749
Wirt	7,542	1.0	4,604	.....	.5	2,113	825
Wood	115,751	.9	47,565	45,810	.7	21,217	1,159
Wyoming	10,977	.5	5,593	.....	.4	4,802	582
Total	2,479,981	.....	656,594	463,487	.....	1,249,505	110,395

[1] Unable to secure report from Kanawha County for 1914–15. Figures given are for 1913 and comprised the following items: Permanent road tax, $19,479; appropriation from general county fund, $125,000; and corporation tax, $4,686.

[2] Unable to secure report from Ohio County for 1914–15. Figures given are for year 1913, and money was all appropriated from general county fund.

TABLES SHOWING ROAD AND BRIDGE BOND ISSUES.

The following tabulated arrangement of the road and bridge bond issues is referred to under the text of the respective States:

ALABAMA.

TABLE 23.—*Road and bridge bonds and script, 1914.*

County.	Amount of bond money expended during 1914 from all issues.	Total of all road and bridge bonds outstanding Jan. 1, 1915.	County.	Amount of bond money expended during 1914 from all issues.	Total of all road and bridge bonds outstanding Jan. 1, 1915.
Autauga	.....	$155,000	Limestone	.....	$135,000
Bibb	.....	100,000	Madison	.....	250,000
Blount	$52,000	150,000	Marion	$100,000	100,000
Bullock	.....	160,000	Marshall	40,000	130,000
Coffee	3,000	3,000	Mobile	.....	500,000
Colbert	.....	200,000	Montgomery	300,000	825,000
Conecuh	.....	125,000	Morgan	.....	24,000
Crenshaw	.....	75,000	Perry	.....	110,000
Cullman	78,710	200,000			16,000
Dallas	.....	60,000	Pike	.....	192,000
	.....	350,000	Russell	.....	100,000
Escambia	.....	38,000	St. Clair	.....	85,000
Etowah	.....	200,000	Shelby	240,000	[1] 240,000
Fayette	.....	132,000	Sumter	.....	120,000
Hale	.....	75,000	Tuscaloosa	.....	65,000
Jackson	.....	250,000	Walker	100,000	130,000
Lamar	75,000	.....			
Lawrence	24,500	123,000	Total	1,013,210	5,418,000

[1] Warrants.

ARKANSAS.

TABLE 24.—*Road and bridge bonds and script, 1914.*

County.	Total road and bridge bonds and script outstanding, Jan. 1, 1915.	Bonds voted during 1914.	Bonds sold during 1914.[1]			
			Amount.	Interest rate.	Term.	Purchase price, cents per $1.
				Per cent.	*Years.*	
Arkansas	$20,000	.....	.....	.....	.....	.....
Baxter	200	.....	.....	.....	.....	.....
Carroll	700	.....	.....	.....	.....	.....
Chicot	2,500	.....	.....	.....	.....	.....
Clay	4,000	.....	.....	.....	.....	.....
Cleveland	898	.....	.....	.....	.....	.....
Craighead	6,000	.....	.....	.....	.....	.....
Garland	29,000	.....	.....	.....	.....	.....
Hot Springs	500	.....	.....	.....	.....	.....
Independence	1,500	.....	.....	.....	.....	.....
Izard	672	.....	.....	.....	.....	.....
Jefferson	420,000	$420,000	$420,000	6	20	100
Johnson	15,000	.....	.....	.....	.....	.....
Lawrence	2,000	.....	.....	.....	.....	.....
Lee	96,000	.....	.....	.....	.....	.....
Lincoln	169,926	169,926	169,926	6	20	101
Lonoke	506,500	506,500	506,500	6	20	98
Miller	6,692	.....	.....	.....	.....	.....
Mississippi	2,000	.....	.....	.....	.....	.....
Monroe	12,000	.....	.....	.....	.....	.....
Montgomery	1,916	.....	.....	.....	.....	.....
Ouachita	5,000	.....	.....	.....	.....	.....
Pike	7,732	.....	.....	.....	.....	.....
Prairie	52,000	50,000	[2] 50,000	6	20	99
Pulaski	101,500	45,000	45,000	6	12	98
Saline	300	.....	.....	.....	.....	.....
Stone	30	.....	.....	.....	.....	.....
Union	500	.....	.....	.....	.....	.....
Woodruff	2,000	.....	.....	.....	.....	.....
Total	1,467,066	1,191,426	1,191,426	.....	.....	.....

[1] All bonds sold during 1914 were serial in character.
[2] Of this amount $45,000 was expended during 1914.

DELAWARE.

TABLE 25.—*Road and bridge bonds, 1914.*

County.	Total outstanding Jan. 1, 1915.	Bonds voted during 1914 and sold.		Expended from bond issues during 1914.
		Total.	Interest rate.	
Kent	$30,000			$22,000
New Castle	1,250,000	$150,000	4½	340,000
Sussex				
Total	1,280,000	150,000		362,000

FLORIDA.

TABLE 26.—*Road and bridge bonds, 1914.*

County.	Total road and bridge bonds outstanding Jan. 1, 1915.	Total expenditure from bond issues during 1914.	Bonds voted during 1914.	Bonds sold during 1914.				Bonds retired in 1914.
				Amount.	Interest rate.	Term.	Rate of purchase price.	
					Per cent.	*Years.*		
Alachua	$25,000.00	$6,500.00						$6,500
Brevard:								
District 1	17,142.69	22,350.93						
District 4	28,527.78	39,336.99						
Dade	507,001.00	125,000.00	$125,000	$125,000	5	20	98	
Duval	1,000,000.00							
Franklin	20,000.00	9,000.00						9,000
Gadsden	350.00	17,963.85						
Hillsboro	1,400,000.00							
Holmes	33,000.00	33,000.00						
Lee	75,000.00							
Manatee	250,000.00							
Marion	83,177.75							
Nassau	180,000.00	90,000.00		180,000	5½	30	98½	
Orange	525,000.00			525,000	5			
Palm Beach	200,000.00	46,900.00						3,000
Pasco	150,000.00	150,000.00						
Pinellas	370,000.00							
St. Johns	650,000.00		650,000	650,000	5½	30	(1)	
St. Lucie	{ 197,000.00 [2] 25,000.00 }	25,000.00	25,000	25,000	6	25	97½	
Seminole	200,000.00	200,000.00						
Suwanee	[2] 23,000.00							
Total	5,959,199.22	765,051.77	800,000	1,505,000				18,500

[1] Par and interest. [2] Warrants.

KENTUCKY.

TABLE 27.—*Total of all road and bridge bonds outstanding Jan. 1, 1915.*

County.	Amount.	County.	Amount.
Boyd	$15,000	Montgomery	$29,000
Carroll	32,000	Nelson	34,000
Christian	202,000	Nicholas	12,000
Garrard	17,000	Owen	140,000
Kenton	167,000		
Lewis	25,000	Total	705,000
Madison	32,000		

LOUISIANA.

TABLE 28.—*Road and bridge bonds, 1914.*

Parish.[1]	Total road and bridge bonds outstanding Jan. 1, 1915.	Amount of bond money expended during 1914.	Bonds retired during 1914.	Bonds voted during 1914.	Bonds sold during 1914.		
					Amount sold.	Term.	Purchase price.
						Years.	
Acadia	$155,000.00			$170,000.00	$170,000.00	1–10	Par.
Allen	28,000.00	$15,000.00		30,000.00			
Ascension	58,000.00	62,000.00		35,000.00	35,000.00	20	Par.
Assumption	29,000.00	19,000.00		48,000.00	48,000.00		Par.
Bossier				175,000.00	175,000.00		
Caddo	44,000.00	11,000.00		44,000.00 37,000.00	44,000.00 37,000.00	1–4 20	Par. Par.
East Baton Rouge	36,000.00	37,000.00	$1,000.00	186,000.00			
Iberia	56,500.00	10,000.00	7,500.00				
Iberville	2,335.26	5,388.69					
Jefferson	200,000.00	25,000.00					
Lafayette		10,000.00		25,000.00			
Lafourche				105,000.00			
Rapides	128,000.00 67,000.00	30,000.00	16,000.00				
Sabine	46,000.00			24,000.00 32,000.00	16,000.00	4,9	
St. Charles	205,000.00	95,000.00		95,000.00 110,000.00	95,000.00	30	
St. Landry	100,000.00			100,000.00	100,000.00	10	
St. Tammany	180,000.00			180,000.00	180,000.00	20	
Tangipahoa	125,000.00			50,000.00	50,000.00	10	Par and interest.
Vermilion	10,000.00 6,000.00	28,000.00		72,000.00	72,000.00	10	
Washington	113,000.00	139,000.00		139,000.00	139,000.00	10	
West Baton Rouge				75,000.00			
Total	1,588,835.26	486,388.69	24,500.00	1,732,000.00	[2] 1,161,000.00		

[1] Corresponds with county in other States. [2] All bonds sold during 1914 bear 5 per cent interest.

MARYLAND.

TABLE 29.—*County road and bridge bonds, 1914.*

County.	Total outstanding Jan. 1, 1915.	Expended from bond issues during 1914.	Retired during 1914.
Alleghany	$30,000.00		$30,000.00
Anne Arundel		$6,000.00	24,000.00
Dorchester	35,000.00	9,400.00	67,000.00 14,000.00
Montgomery	26,000.00	7,100.00	141,700.00
Queen Annes	16,542.36	4,000.00	46,000.00 21,000.00
Worcester	7,000.00		75,000.00 25,000.00
Total	114,542.36	26,500.00	443,700.00

NOTE.—During the year 1914 Montgomery County voted and sold road bonds amounting to $26,000. These bonds bear 5 per cent interest and run from 11 to 15 years.

TABLE 29a.—*State road and bridge bonds, 1914.*

Character.	Amounts outstanding Jan. 1, 1915.	Interest rate, per cent.	Maturity.
Sinking fund	$4,990,000	3.5	1923–1928
Do	1,000,000	4	1926–1929
Do	3,170,000	4	1927–1928
Deferred serial	3,250,000	4	1917–1930
Total	12,410,000		

TABLE 30.—*Road and bridge bonds, 1914.*

County.	Beats and districts.	Total road and bridge bonds outstanding Jan. 1, 1915.	Expended from bond issues during 1914.	Bonds retired during 1914.	Bonds voted during 1914.	Bonds sold during 1914.			
						Amount sold.	Interest rate.	Term.	Purchase price.
							Per cent.	*Years.*	
Adams		$180,000.00	$75,667.33	$5,000.00					
Alcorn		145,000.00	50,000.00			$155,000.00	5	20	Par and above.
Benton	District 5	6,000.00	1,000.00						
Bolivar		275,000.00							
Carroll		27,000.00							
Chickasaw	Districts 1, 3, 4, and 5.	50,000.00	49,786.86		$50,000.00	50,000.00	6	25	
Do		410,000.00	151,330.00		100,000.00	100,000.00	6	24	
					100,000.00	100,000.00	6	20	
Clay		236,000.00				15,000.00	6	10–25	
Coahoma		390,000.00	109,803.47		100,000.00	100,000.00	6	30	
Copiah	Beat 1	225,000.00			25,000.00	25,000.00	6	Serial.	Par and interest.
	Beats 2 and 5				50,000.00	50,000.00			
					150,000.00	150,000.00			
Covington	Beats 1, 2, and 3	130,000.00	7,496.00						
De Soto	Districts 1, 2, 3, and 5.	250,000.00							
Forest	County and beats 1 and 5.	120,000.00	40,000.00						
Franklin		28,000.00							
Grenada		30,000.00	45,000.00						
		45,000.00							
Greene		32,000.00		2,000.00					
Hancock		150,000.00							
Hinds	Districts 1 and 5	500,000.00	300,000.00						
Holmes		75,000.00			75,000.00	75,000.00	5	25	Par and interest.
Issaquena		35,000.00	12,000.00						
		20,000.00							
Itawamba		65,000.00	500.00						
Jackson		140,000.00	7,000.00	1,000.00					
Jasper		25,000.00		4,000.00					
Jefferson Davis		20,000.00							
Jones	District 2	50,000.00	20,000.00		50,000.00	50,000.00	6	10–25	
Kemper		75,000.00	35,000.00						
Lafayette	Districts 3 and 5	218,000.00							
Lamar		11,000.00							
		20,000.00							
Lauderdale	Beat 1	400,000.00	100,000.00		100,000.00	100,000.00	5½	10–24	Par.
Lawrence		25,000.00							
Lee	District 3	200,000.00	200,000.00		200,000.00		5	25	

MISSISSIPPI—Continued.

TABLE 30.—*Road and bridge bonds, 1914*—Continued.

County.	Beats and districts.	Total road and bridge bonds outstanding Jan. 1, 1915.	Expended from bond issues during 1914.	Bonds retired during 1914.	Bonds voted during 1914.	Bonds sold during 1914.			
						Amount sold.	Interest rate.	Term.	Purchase price.
							Per cent.	*Years.*	
Leflore		$160,000.00 140,000.00	$54,707.00						
Lincoln		200,000.00	1,918.40						
Lowndes	Beat 2	100,000.00	50,000.00			$50,000.00	6	10	Par.
Madison	Beat 3	215,000.00	30,000.00			60,000.00	6		
Marshall		16,000.00		$1,000.00					
Montgomery	Beat 1	40,000.00	5,000.00						
Neshoba		100,000.00	99,000.00						
Newton		150,000.00	110,000.00						
Noxubee	Beats 1, 2, 3, and 5	416,000.00	138,000.00						
Oktibbeha		50,000.00							
Panola		50,000.00				50,000.00	6		
Pontotoc		20,000.00		20,000.00					
Pike	District	300,000.00	100,000.00			300,000.00	6	20	Par.
Quitman	Beat 5	25,000.00			$25,000.00	25,000.00	6		Par and interest.
Rankin		30,000.00							
Scott	Beats 1 and 2	167,500.00	39,906.00		67,500.00	67,500.00	6	20	
Sharkey		50,000.00							
Smith	Beat 1 Beat 2	104,000.00				79,000.00 28,000.00			Par.
Sunflower	County and beats 2, 3, 4, and 5.	165,000.00 135,000.00 175,000.00			50,000.00 25,000.00	50,000.00 25,000.00	6	20	Par.
Tallahatchie		12,500.00							
Tippah		15,900.00	3,837.65			16,000.00	6	20	Par.
Tishomingo		35,000.00							
Tunica		50,000.00							
Union		50,000.00							
Warren		328,700.00	160,000.00	7,000.00					
Washington		100,000.00							
Wayne		100,000.00	40,000.00						
Wilkinson		1,200.00 19,872.00							
Yalobusha	Beat 2 Beat 4	120,000.00			50,000.00 8,000.00	50,000.00 8,000.00	6		
Yazoo	Beats 1, 2, and 3	77,500.00	14,500.00						
Total		8,327,172.00	2,051,452.71	40,000.00	1,225,500.00	1,778,500.00			

NORTH CAROLINA.

TABLE 51.—*Road and bridge bonds, 1914.*

County.	Township.	Total road and bridge bonds outstanding on Jan. 1, 1915.	Bonds voted during 1914.	Bonds sold during 1914.
Alamance		$200,000		
Alleghany	One township	50,000		
Anson	Wadesboro	50,000		
Ashe	Horse Creek	5,800		
Beaufort		50,000		$50,000
Bertie	One township	5,000		
Do		20,000		
Bladen	Carvers Creek	10,000		
Do	Brown Marsh	10,000		
Brunswick	Lockwoods Folly	10,000		
Do	Shallotte	10,000		
Do	Town Creek	15,000		
Do	Smithville	30,000		
Do	Northwest	15,000	$15,000	15,000
Do	Town Creek	10,000	10,000	10,000
Buncombe		275,000		
Do		75,000	75,000	75,000
Do	Black Mountain	20,000		20,000
Do		50,000		
Burke	Morganton	50,000		35,000
Cabarrus		105,000		
Do		50,000		
Caldwell	Lovelady		25,000	
Carteret	Newport	3,000		
Do	do	5,000	5,000	5,000
Do	Morehead	10,000		10,000
Catawba	Hickory	50,000		
Do	Newton	50,000		
Chatham	Matthews and Oakland	20,000	20,000	20,000
Cherokee	Murphy	180,000		30,000
Do	Marble District	68,000		
Do	Valley Town	47,000		
Cleveland	Nos. 4 and 6	175,000		
Do	Nos. 3, 7, and 8	150,000		
Do	Nos. 4, 6, 7, and 8	185,000	185,000	185,000
Davidson	Lexington	100,000		
Davie		175,000		
Duplin		65,000		
Do	Island Creek	30,000		
Edgecombe	Rocky Mountain	200,000		200,000
Do	Road district	10,000		
Forsyth		100,000	100,000	100,000
Franklin	Franklinton	60,000		
Do	Louisburg	80,000		
Do	do	40,000		
Do	Youngsville	40,000		
Gaston		300,000		
Gates	Holly Grove	6,500	6,500	1,000
Graham	Cheoah	15,000		
Granville		160,000		
Greene	Bullhead	20,000		20,000
Do	Sugg	10,000		10,000
Do	Jason	10,000		10,000
Do	Olds	20,000		20,000
Do	Ormandsville	20,000		20,000
Do	Shine	10,000		10,000
Do	Snow Hill	20,000		20,000
Guilford		300,000		
Halifax	Enfield	40,000		40,000
Do	Halifax	60,000	60,000	60,000
Harnett	Barbecue	10,000	10,000	10,000
Do	Black River	2,500	2,500	2,500
Do	Hectors Creek	15,000	15,000	15,000
Do	Lillington	20,000	20,000	20,000
Do	Upper Little River	20,000	20,000	20,000
Haywood	East Fork	100,000	100,000	100,000
Do	Waynesville	50,000		
Henderson		25,000	25,000	25,000
Do	Edneyville	12,000	12,000	12,000
Do	Hendersonville	50,000	50,000	50,000
Do	Hoopers Creek	20,000	20,000	20,000
Hoke		50,000		
Iredell		400,000		
Jackson	Cullowhee	30,000		15,000
Do	Dillsboro	15,000		15,000

NORTH CAROLINA—Continued.

TABLE 31.—*Road and bridge bonds, 1914*—Continued.

County.	Township.	Total road and bridge bonds outstanding on Jan. 1, 1915.	Bonds voted during 1914.	Bonds sold during 1914.
Jackson	Sylva	$30,000		$30,000
Johnston	Beulah	40,000	$40,000	40,000
Do	Ingram	40,000	40,000	40,000
Do	Meadows	50,000	50,000	50,000
Lee		100,000		
Do	Sanford	15,000		
Lincoln		200,000		
McDowell	Marion	50,000		
Do	Nebo	10,000		
Do	Old Fort	20,000		
Macon	Franklin	90,000		90,000
Madison		300,000		150,000
Do	Mars Hill	20,000		20,000
Martin	Robertsville	15,000	15,000	15,000
Do	Williamstown	40,000	10,000	10,000
Mecklenburg		300,000		
Mitchell	Grassy Creek	30,000	30,000	30,000
Moore	Carthage	12,000		
Do	do	20,000		20,000
Do	Deep River	50,000		
Do	Greenwood	12,500		
Do	Mineral Springs	7,000		
Do	McNeill	10,000		
Do	Sand Hill	10,000		
Do	do	10,000		
Nash	Rocky Mountain district	70,000		70,000
Do	North Whitakers	50,000		
Do	Coopers Creek	10,000		
Do	Dry Wells	20,000		
Do	Griffin	10,000		
Do	Mannings	50,000		
Do	South Whitakers	10,000		
New Hanover		200,000		
Do		350,000		
Northampton	Jackson	16,000	16,000	16,000
Do	Rich Square	30,000		20,000
Onslow	Jacksonville	7,500	7,500	7,500
Orange		230,000		
Do	Hillsboro	40,000		
Pasquotank		10,000		
Pitt	Greenville	50,000		50,000
Polk		100,000		
Do	Tryon	12,000		
Richmond	Beaverdam	10,000		
Do	Blackjack	5,000		
Do	Marks Creek	15,000		
Do	Mineral Springs	5,000		
Do	Rockingham	25,000		
Do	Steele	15,000		
Do	Wolf Pitt	25,000		
Rockingham		54,000	30,000	30,000
Rutherford		250,000		
Sampson		80,000	25,000	25,000
Scotland	Laurel Hill	30,000		
Do	Spring Hill	20,000		
Do	Stewartsville	50,000		
Do	Williamson	30,000		
Stokes	Danbury	15,000		15,000
Do	Meadows	40,000		40,000
Do	Sauratown	50,000		50,000
Surry	Mount Airy	80,000		80,000
Vance		200,000		200,000
Warren	Warrenton	50,000	50,000	50,000
Wayne	Brogden	40,000		40,000
Do	Goldsboro	100,000		100,000
Do	Mount Olive		30,000	
Wilson	Wilson	100,000		
Yancey		150,000		150,000
Total		8,955,300	1,119,500	2,709,000

SOUTH CAROLINA.

TABLE 32.—*Road and bridge bonds, 1914.*

County.	Total road and bridge bonds outstanding Jan. 1, 1915.	Expenditures from bonds issued during 1914.	Bonds voted during 1914.	Bonds sold during 1914.			
				Amount.	Interest rate.	Term.	Purchase price.
Chesterfield:					*Per cent.*	*Years.*	
Alligator Township	$35,000		$35,000	$35,000	6	40	Par.
Dillon	100,000	$15,000					
Jasper	40,000		40,000	40,000		40	Do.
Kershaw	[1] 40,000						
Laurens	[1] 50,000						
Richland:							
Columbia Township	[1] 75,000						
Marion	100,000	19,000					
Sumter	20,000						
Total	460,000	34,000	75,000	75,000			

[1] Bridge bonds only.

TENNESSEE.

TABLE 33.—*Road and bridge bonds, 1914.*

County.	Total road and bridge bonds outstanding Jan 1, 1915.	Expenditures from bond issues during 1914.	Bonds retired during 1914.	Bonds voted during 1914.	Bonds sold in 1914.		
					Amount sold.	Interest rate.	Term in years.
						Per ct.	
Anderson	$382,000.00	$10,000.00	$25,000.00	$57,000.00	$57,000.00	5	20–30
				50,000.00	50,000.00	5	
Bradley	226,000.00	10,000.00		50,000.00	50,000.00	5	30
Carter	60,000.00						
Claiborne	70,000.00						
Cocke	500,000.00						
Davidson	140,000.00		50,000.00				
Grainger	100,000.00						
Greene	800,000.00	233,000.00					
Hamblen	273,000.00				3,000.00		
Hawkins	203,000.00		5,000.00	24,500.00			63
	24,500.00						
Hickman	31,000.00	3,000.00					
Loudon	300,000.00	135,011.53		50,000.00	50,000.00	5	30
McMinn	300,000.00						
	25,000.00						
Marion	125,000.00		15,000.00				
Meigs	1,000.00						
	2,500.00						
Monroe	300,000.00						
Montgomery	357,500.00	80,000.00		100,000.00	100,000.00	5	30
Morgan	310,000.00		2,000.00				
Perry				20,000.00			
Putnam	250,000.00						
Roane	457,000.00	103,929.48		110,000.00	110,000.00	5	30
	1,776.89						
Robertson	423,000.00	68,419.82	14,421.11				
	38,500.00						
Sevier	222,000.00	54,945.69	7,000.00				
	9,500.00						
Sullivan	600,000.00	75,000.00					
Tipton	25,000.00	5,000.00		25,000.00	25,000.00	5	25
Van Buren	50,000.00						
Warren	140,000.00		10,000.00				
	16,000.00						
White	110,000.00						
	25,000.00						
Total	6,898,276.89	778,306.52	128,421.11	486,500.00	445,000.00		

TEXAS.

TABLE 34.—*Road and bridge bonds, 1914.*

County.	Total outstanding Jan. 1, 1915.	Expenditures from bond issues during 1914.	Bonds retired during 1914.	Bonds voted during 1914.	Bonds sold during 1914.			
					Amount sold.	Interest rate.	Term	Rate of purchase price.
						P. ct.	*Yrs.*	
Aransas				$25,000.00		5½		
Austin	$175,000.00	$24,393.43						
Bastrop				80,000.00		5		
Baylor	106,503.00	25,671.51						
Bell				761,990.00		5		
Bexar	1,377,500.00	531,151.82						
Borden	7,000.00							
Bosque	37,000.00		$1,000.00					
Brazoria	217,955.00			50,000.00		5½		
Brazos	14,000.00							
Brooks	34,000.00	12,000.00		34,000.00	$34,000.00	5	40	Cash.
Burnet				20,000.00		5		
Caldwell	50,000.00	50,000.00						
Calhoun				8,900.00		5		
Cameron	25,000.00			25,000.00	25,000.00	5	40	Par.
Cass	35,000.00	30,000.00						
Chambers	149,500.00	44,336.59	8,500.00					
Collin		63,975.00		865,000.00	865,000.00	5	40	Do.
Colorado	59,300.00	29,300.00	15,000.00	29,300.00	29,300.00	6	13–15	
Comal	124,000.00	70,000.00	1,000.00	17,000.00	17,000.00	5		Do.
Concho	11,000.00							
Cooke	97,990.00							
Crocket	40,000.00	15,000.00		40,000.00	15,000.00	5	40	Do.
Dallas				125,000.00		5		
Dimmit	40,000.00							
El Paso		308,724.35						
Fannin	250,000.00			250,000.00	250,000.00	5	40	Par and interest.
Fayette				45,500.00		5		
Fisher	21,899.00							
Foard	13,000.00							
Fort Bend	456,000.00	134,955.29	122,000.00					
Freestone	50,000.00							
Frio	84,000.00							
Garza				50,000.00		5		
Gonzales		10,182.37						
Gregg				50,000.00		5		
Grimes				100,000.00		5½		
Hardin	290,000.00			125,000.00				
Harris	2,508,000.00	842,787.16						
Harrison				300,000.00		5		
Hays	220,000.00	18,000.00	70,000.00	150,000.00	100,000.00	5	10–40	Par.
Hill				250,000.00		5		
Houston	178,000.00							
Howard	100,000.00							
Irion	20,000.00	8,000.00		20,000.00	20,000.00	5	40	Do.
Jeff Davis				10,000.00		5		
Johnson	56,200.00							
Jones	5,500.00							
Kendall				4,000.00		5		
Kerr				2,000.00		5		
Kimble				25,000.00		5		
Kinney				80,000.00		5		
Knox	13,000.00	6,000.00						
Lamar				50,000.00		5		
Lampassas	32,500.00			14,000.00	14,000.00	5	40	Do.
La Salle				40,000.00		5		
Lavaca				6,400.00		5		
Leon				40,000.00		5		
Liberty	485,100.00			60,100.00	[1] 60,100.00		40	Par and interest.
Live Oak	15,903.00		1,995.00					
McLennen	1,194,000.00	789,581.69		1,075,000.00	1,075,000.00	5	40	Par.
Matagorda				495,000.00		5½		
Maverick	42,602.00	2,800.00	3,000.00	[2] 25,000.00				
Medina	73,000.00	11,000.00						
Midland	48,000.00							
Milam				100,000.00		5½		
Mills	4,455.00							
Montgomery				200,000.00		5½		

[1] Voted in 1911 and sold in 1914.

[2] Sold early in 1915.

TEXAS—Continued.

TABLE 34.—*Road and bridge bonds, 1914*—Continued.

County.	Total outstanding Jan. 1, 1915.	Expenditures from bond issues during 1914.	Bonds retired during 1914.	Bonds voted during 1914.	Bonds sold during 1914.			
					Amount sold.	Interest rate.	Term	Rate of purchase price.
						P. ct.	*Yrs.*	
Navarro	$175,000.00	$300,000.00						
Nolan	100,000.00							
Nueces	110,590.60	110,590.60	$2,000.00	$110,590.60	$110,590.60	5	40	Par.
Orange	226,995.00	170,000.00						
Palo Pinto	172,000.00			100,000.00		5½		
Panola	2,400.00							
Parker	25,000.00							
Pecos				85,000.00		6		
Potter	27,000.00	14,350.00						
Reeves	112,000.00			[1]100,000.00		5		
Refugio	80,000.00	40,000.00						
Robertson	462,829.93	2,695.30	250.00	[2]100,000.00				
Rockwall				2,500.00		5½		
Runnels	32,594.00	1,000.00	1,000.00					
San Patricio	118,000.00			10,000.00	10,000.00			
Scurry	15,000.00	40,000.00		50,000.00	50,000.00	5		Do.
Schackelford	8,500.00		2,500.00					
Smith	290,000.00	150,000.00	10,000.00	25,000.00	25,000.00	5	40	Par and interest.
Stephens	20,000.00		1,000.00					
Sterling	10,000.00							
Stonewall	50,000.00							
Tarrant	1,600,000.00							
Taylor	143,000.00		7,000.00					
Throckmorton	1,000.00	1,000.00	10.00					
Travis	350,000.00							
Trinity	160,000.00	135,000.00		100,000.00		5		
Upshur	40,000.00		[3]4,000.00					
Victoria	387,200.00	91,916.83	3,000.00	171,995.00	170,000.00	5	40	Do.
Walker	150,000.00	44,916.00		[4]150,000.00	150,000.00	5	10–40	Do.
Waller	67,000.00	6,500.00		10,000.00		5		
Wharton	400,000.00	4,628.78		100,000.00	100,000.00	5½	40	Do.
Wheeler	15,000.00							
Williamson	287,000.00		13,000.00					
Wood	150,000.00							
Zavalla	65,000.00	12,000.00		20,000.00		5		
Total	14,615,016.53	4,152,456.72	266,255.00	6,783,275.60	3,119,990.60			

[1] Not sold but contracted for.
[2] Sold early in 1915.
[3] Warrants, not bonds.
[4] Balance sold early in 1915.

VIRGINIA.

TABLE 35.—*Road and bridge bonds, 1914.*

County.	District.	Total road and bridge bonds outstanding Jan. 1, 1915.	Amount of bond money expended during 1914.	Amount of bonds previously issued retired in 1914.	Voted or issued during 1914.[1]				
					Amount voted.	Amount sold.	Interest rate.	Term.	Purchase price.
							Per cent.	*Years.*	
Accomac	Three districts								
Amherst		$58,569.93	$17,631.28						
Augusta	South River	250,000.00	100,000.00						
Botetourt		7,000.00 10,000.00			$17,000.00		5	25	$101.00.
Brunswick	Four districts	207,000.00	41,000.00		125,000.00		5		
Buckingham		3,000.00							
Charlotte		115,000.00							
Clarke		40,000.00		$40,000.00					
Culpeper	Salem, Catalpa, Stephen	124,500.00 55,000.00	[2] 71,057.54 [3] 2,696.65		36,000.00		5	2–30	Par and interest.
Dickenson	Kenady	32,000.00							
Dinwiddie		100,500.00	18,098.20						
Fairfax	Mount Vernon	50,000.00				$50,000.00	5	10–33	$101.677.
Fauquier	Center	55,000.00	20,000.00						
Greenesville	Three districts								
Lee		400,000.00	42,000.00	438,000.00					
Lunenburg	Rehoboth								
Do	Plymouth	40,000.00				20,000.00	5½	30	$108.00.
Do	Lewiston								
Do	Brown Store	40,000.00				20,000.00	5½	30	$105.50.
Do	Lochleven								
Mecklenburg	Eight districts								
Do		332,000.00	64,808.90	7,000.00					
Montgomery	Blacksburg				100,000.00				
Nelson		35,000.00							
Northampton		100,000.00	10,000.00						
Orange		114,325.00	10,534.54	2,938.23					
Page		10,000.00							
Pittsylvania		100,000.00	25,529.51						
Pulaski		250,000.00	24,702.00						
Rappahannock		45,000.00	19,847.06						
Rockingham	Plains	20,000.00	16,000.00			10,000.00	5		$101.55.
Russell		381,000.00	50,001.30	6,000.00					
Do	Castlewood	149,000.00	59,758.71	1,000.00					
Scott	Estillville	100,000.00	19,000.00			100,000.00	5¼		Par.
Do	Johnson	33,300.00	8,000.00			33,300.00	5¼		Do.
Do	Fulkerson	33,800.00	8,000.00			33,800.00	5¼		Do.

Smyth	St. Clair	75,000.00	15,452.40			45,000.00	5	30	Par and interest.
Do	Marion	150,000.00	60,763.17			90,000.00	5	30	Do.
Do	Rich Valley	100,000.00	16,261.95			50,000.00	6	30	Do.
Spotsylvania	Four districts	123,000.00		4,000.00					
Stafford		100,000.00							
Tazewell		604,000.00	67,582.66	7,000.00					
Warren	Front Royal	44,000.00 14,000.00	14,596.45		70,000.00		5	30	
Washington	Kinderhook	190,000.00	30,000.00	5,000.00	18,000.00			[4] 5–30	Par plus $200.
Wise		700,000.00							
Do	Richmond	130,000.00	166,544.62						
Do	Gladeville	130,000.00							
Total		5,650,994.93	999,866.94	510,938.23	366,000.00	452,100.00			

[1] For all bonds issued or sold during 1914 special or regular levies were made for interest and retirement except in Rockingham County, where tolls were collected for that purpose.
[2] Catalpa.
[3] Stephen.
[4] Subject to call after fifth year.

WEST VIRGINIA.

TABLE 36.—*Road and bridge bonds, 1914.*

County.	Bonds outstanding July 1, 1915.	Bonds voted up to July 1, 1915.	County.	Bonds outstanding July 1, 1915.	Bonds voted up to July 1, 1915.
Barbour	.....	[1] $40,000	Preston	(2)	$440,000
Cabell	$280,000	300,000	Pleasants	(2)	[1] 60,000
Hancock	(2)	[1] 350,000	Summers	(2)	230,000
Harrison	110,000	110,000	Tyler	(2)	[1] 325,000
Kanawha	(2)	375,000	Upshur	(2)	181,000
Logan	(2)	[1] 60,000	Wetzel	(2)	150,000
Marion	300,000	[1] 700,000	Wood	110,000	[1] 180,000
Marshall	(2)	[1] 150,000	Wyoming	(2)	550,000
Mercer	500,000	850,000			
Monongalia	(2)	300,000	Total	1,303,000	5,354,000
Monroe	3,000	3,000			

[1] See Bulletin 136, U. S. Department of Agriculture.
[2] Unable to ascertain date of bond sales in these counties.

MILES OF PUBLIC ROAD, STATE AND LOCAL, OUTSIDE INCORPORATED CITIES.

The following tables, referred to under the respective States, show the miles of public roads, State and local, outside of incorporated cities.

ALABAMA.

TABLE 37.—*Miles of all public roads, State and local, outside of incorporated cities, 1914.*

County.	Total mileage of all roads.	Surfaced roads.						Graded and drained earth.
		Macadam.	Gravel.	Sandclay.	Total surfaced.	Percentage of all roads surfaced.	Increase in surfaced road mileage over 1909.	
Autauga	550	.....	.....	100	100	18.1	80	.....
Baldwin	800	.....	1	3	4	.5	− 74	40
Barbour	1,200	.....	.....	165	165	13.7	65	.....
Bibb	600	6	3	.....	9	1.8	−46	7
Blount	1,000	5.5	35	.....	40.5	4.0	33.5	40
Bullock	1,000	.....	5	150	155	15.5	110	150
Butler	450	.....	.....	50	50	11.1	50	.....
Calhoun	1,100	15	5	.....	20	1.8	8	20
Chambers	1,000	.....	.....	10	10	.1	10	75
Cherokee	700	.....	60	.....	60	8.6	−290	20
Chilton	1,018	.....	.....	18	18	1.7	18	.....
Choctaw	350	.....	.....	.....	.....	.....	.....	.....
Clarke	1,000	.....	.....	.....	.....	.....	.....	20
Clay	1,000	.....	.....	.....	.....	.....	.....	2
Cleburne	800	.....	.....	.....	.....	.....	.....	5.5
Coffee	500	.....	.....	50	50	10.0	50	50
Colbert	550	75	55	.....	130	23.6	30	.....
Conecuh	500	.....	.....	180	180	36.0	94	.....
Coosa	200	.....	.....	16	16	8.0	16	.....
Covington	600	.....	.....	125	125	20.8	125	.....
Crenshaw	1,047	.....	.....	97	97	9.2	97	.....
Cullman	1,000	.....	41	.....	41	4.1	41	25
Dale	760	.....	.....	20	20	2.6	− 46	60
Dallas	1,100	.....	125	12	137	12.4	105	25
Dekalb	1,500	.....	25	6	31	2.0	1	.....
Elmore	600	.....	62	30	92	15.3	92	60
Escambia	535	.....	.....	22	22	4.1	22	38
Etowah	1,100	1	125	.....	126	11.4	− 29	10
Fayette	1,100	.....	5	.....	5	.4	.....	20
Franklin	400	5.5	17	.....	22.5	5.6	22.5	2
Geneva	800	.....	.....	65	65	8.1	65	.....
Greene	400	.....	9	1	10	2.5	− 45	.....

ALABAMA—Continued.

TABLE 37.—*Miles of all public roads, State and local, outside of incorporated cities, 1914*—Continued.

County.	Total mileage of all roads.	Surfaced roads.						Graded and drained earth.
		Macadam.	Gravel.	Sand clay.	Total surfaced.	Percentage of all roads surfaced.	Increase in surfaced road mileage over 1909.	
Hale	225	.....	5	25	30	13.3	29	50
Henry	800	.....	.....	7	7	.8	7	.....
Houston	800	.....	.....	30	30	3.7	25	50
Jackson	500	150	20	.....	170	34.0	50	10
Jefferson	1,975	[1] 15	385	.....	400	20.3	150	250
Lamar	1,500	.....	40	.....	40	2.6	5	45
Lauderdale	500	.....	60	.....	60	12.0	20	60
Lawrence	800	44	.....	.....	44	5.5	44	40
Lee	700	.....	.....	10	10	1.4	10	20
Limestone	500	.....	110	.....	110	22.0	50	25
Lowndes	400	.....	44	.....	44	11.0	34	30
Macon	400	.....	10	25	35	8.7	35	.....
Madison	600	50	300	.....	350	58.3	145	50
Marengo	1,100	.....	7	.....	7	.6	7	60
Marion	900	.....	28	72	100	11.1	100	.....
Marshall	1,000	8	15	.....	23	2.3	13	45
Mobile	2,350	[2] 37	100	200	337	14.3	67	.....
Monroe	1,600	.....	.....	.....	.....	.....	— 3	20
Montgomery	925	.....	650	50	700	75.6	387.07	25
Morgan	600	70	.....	.....	70	11.6	10	12
Perry	680	.....	18	22	40	5.8	40	.....
Pickens	800	.....	4	7	11	1.3	11	18
Pike	920	.....	.....	228	228	24.7	3	.....
Randolph	860	.....	.....	.....	.....	.....	.....	7
Russell	600	.....	2	75	77	12.8	77	.....
St. Clair	800	.....	100	.....	100	12.5	20	100
Shelby	851	.....	28	11	39	4.6	39	12
Sumter	700	.....	3	20	23	3.3	— 77	20
Talladega	825	.....	25	.....	25	3.0	— 25	100
Tallapoosa	650	.....	.....	.....	.....	.....	.....	50
Tuscaloosa	860	.....	56.5	.....	56.5	6.6	—161.5	45
Walker	1,015	.....	.....	.....	.....	.....	.....	110
Washington	650	.....	.....	.....	.....	.....	.....	100
Wilcox	800	1	.....	.....	1	.1	— 12	.....
Winston	1,000	.....	6	14	20	2.0	20	.....
Total	55,446	483	2,589.5	1,916	4,988.5	8.9	1,724.57	2,023.5

[1] Bituminous macadam.
[2] Comprising 16 miles of bituminous macadam and 1 mile of concrete and 20 miles of shell.

NOTE.—This summary was made up from cards received from county officials, and has been revised and checked by Mr. R. P. Boyd, United States collaborator and assistant State highway engineer of Alabama.

ARKANSAS.

TABLE 38.—*Miles of public roads outside of incorporated cities, 1914.*

County	Total mileage of all roads.	Surfaced roads.						Graded and drained earth roads.
		Macadam.	Gravel.	Sand-clay.	Total surfaced.	Percentage of total surfaced.	Increase in surfaced mileage over 1909.	
Arkansas [1]	1,300							500
Ashley [1]	800			10	10	1.25	10	500
Baxter [1]	700						− 25	350
Benton	803	[2] 3			3	.37	−122	100
Boone	1,000							300
Bradley [1]	400		15	50	65	16.25	65	285
Calhoun [1]	485		10		10	2.06	10	400
Carroll [1]	910							760
Chicot [1]	320			60	60	18.75	60	235
Clark [1]	518		12		12	2.31	− 86	125
Clay [1]	1,200						− 5	600
Cleburne	800							300
Cleveland	412							200
Columbia	800							200
Conway	700	3			3	.42	− 6	200
Craighead [1]	506.5		72.5		72.5	14.31	− 7.5	272
Crawford [1]	1,000							500
Crittenden	500							200
Cross	1,200		4		4	.33	1	500
Dallas	600		10		10	1.66	10	90
Desha	300							
Drew	300		15		15	5.00	− 3	
Faulkner	1,200						− 2	200
Franklin [1]	805							805
Fulton	350							150
Garland [1]	442		32		32	7.24	22	160
Grant	480							250
Greene	683		25		25	15.15	7	15
Hempstead	1,005			5	5	.49	5	800
Hot Springs [1]	600		10		10	1.66	10	390
Howard	600		15		15	2.50	− 10	95
Independence [1]	911						− 27	500
Izard [1]	700							
Jackson	650						− 1	90
Jefferson	650	[3] 36	15		51	7.84	21	249
Johnson	650							50
Lafayette [1]	325		35	15	50	15.38	50	200
Lawrence	365	10.5	3		13.5	3.69	3.5	151.5
Lee [1]	700							450
Lincoln [1]	350		18		18	5.14	14	82
Little River [1]	270							150
Logan	850							50
Lonoke [1]	818	93.5			93.5	11.43	82.5	160
Madison [1]	1,009							50
Marion	700						− 20	40
Miller [1]	475	1	22		23	4.84	23	77
Mississippi [1]	600							300
Monroe	220							100
Montgomery [1]	666							400
Nevada [1]	400							100
Newton	500							
Ouachita	550		20	10	30	5.45	27	100
Perry	175						− 16	75
Phillips [1]	800							600
Pike [1]	540		10		10	1.85	10	50
Poinsett	315		15		15	4.76	15	200
Polk	575							50
Pope [1]	481	1	5		6	1.24	3.75	175
Prairie [1]	1,023	12			12	1.17	12	38
Pulaski	508.5	[4] 135	63.5		198.5	39	−158.5	88.5
Randolph [1]	925		20	5	25	2.70	20	200
St. Francis	1,058		8		8	.75	8	300
Saline	575		25		25	4.34	− 15	100
Scott [1]	1,046							100
Searcy [1]	300		10	20	30	10	30	150
Sebastian [1]	770	70	10		80	10.38	41	300
Sevier [1]	648						− 52	125

[1] Summary sheet was compiled from report of the Arkansas State Highway Department; otherwise it was prepared from reports secured from county officials.
[2] Bituminous macadam.
[3] Includes 21 miles of concrete.
[4] Includes 1 mile of bituminous macadam and 35.5 of macadam with Telford base.

ARKANSAS—Continued.

TABLE 38.—*Miles of public roads outside of incorporated cities, 1914*—Continued.

County.	Total mileage of all roads.	Surfaced roads.						Graded and drained earth roads.
		Macadam.	Gravel.	Sand-clay.	Total surfaced.	Percentage of total surfaced.	Increase in surfaced mileage over 1909.	
Sharp [1]	576							92
Stone [1]	400							50
Union [1]	1,202							200
Van Buren	600							
Washington	1,710	10			10	.58	3	500
White [1]	800						— 8	100
Woodruff	800	12			12	1.50	12	30
Yell	846		35		35	4.13		
Total	50,743	387	535	175	1,097	2.16	11.75	16,305

[1] Summary sheet was compiled from report of the Arkansas State Highway Department; otherwise it was prepared from reports secured from county officials.

DELAWARE.

TABLE 39.—*Miles of public roads outside of incorporated cities, 1914.*

County.	Total mileage, all roads.	Surfaced roads.							Graded and drained earth roads.
		Macadam.	Bituminous macadam.	Gravel.	Shell.	Total surfaced.	Percentage of total surfaced.	Increase in surfaced road mileage over 1909.	
Kent	1,600	4.5	3.5	1	10.5	19.5	1.21	19.5	20
New Castle	939	157	32			189	20.12	86.6	250
Sussex	1,135			20	15	35	3.08	—49.0	
Total	3,674	161.5	35.5	21	25.5	243.5	6.62	57.1	270

FLORIDA.

TABLE 40.—*Miles of public roads outside of incorporated cities, 1914.*

County.	Total mileage of all roads.	Surfaced roads.									Graded and drained earth roads.
		Macadam.		Shell.	Sand-clay.	Brick.	Other hard surfaced roads.	Total surfaced.	Percentage of total surfaced.	Increase in surfaced mileage over 1909.	
		Plain.	Bituminous.								
Alachua	222	20	.....	.....	100	2	.....	122	54.95	122	.....
Baker	200	.....	.....	.....	.....	.....	.....	.....	.....	.....	30
Bay	95	.....	.....	8	12	.....	.....	20	21.05	20	75
Bradford	500	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Brevard	280	69	.....	36	.....	.....	.....	105	37.50	75	100
Calhoun	550	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Citrus	205	60	.....	.....	.....	.....	.....	60	29.26	— 10	.....
Clay	300	.....	.....	2	2	.....	.....	4	1.33	4	100
Columbia	250	.....	.....	.....	35	.....	.....	35	14	35	100
Dade	380	.....	.....	.....	.....	.....	[1] 80	80	21.05	—100	.....
De Soto	458	.....	.....	.....	.....	.....	[2] 8	8	1.74	— 22	150
Duval	255	16	4.5	40	[3] 19.5	[4] 64	.....	144	56.47	90.15	60
Escambia	295	.....	.....	40	20	.....	.....	60	20.33	— 60	85
Franklin	42	.....	.....	12	.....	.....	.....	12	28.57	12	30
Gadsden	400	.....	.....	.....	185	.....	.....	185	46.25	171	185
Hamilton	130	.....	.....	.....	5	.....	.....	5	3.84	3	20
Hernando	470	.....	.....	.....	.....	.....	.....	.....	.....	.....	10
Hillsboro	1,656	.....	.....	85	.....	21.24	.....	106.24	6.41	— 9.72	550
Holmes	543	.....	.....	.....	.....	.....	.....	.....	.....	.....	43
Jackson	775	.....	.....	.....	.....	.....	.....	.....	.....	.....	525
Jefferson	300	.....	.....	.....	.....	.....	.....	.....	.....	.....	200
Lafayette	240	.....	.....	.....	4	.....	.....	4	1.66	4	20
Lake	325	.....	.....	.....	116	.....	[1] 34	150	46.15	71.50	.....
Lee	285	.....	.....	30	30	.....	.....	60	21.05	40	25
Leon	308	5	.....	.....	78	.....	.....	83	26.94	— 67	100
Levy	450	3	.....	3.50	25	.....	.....	31.5	7	27.50	5
Liberty	140	.....	.....	.....	30	.....	.....	30	21.42	30	25
Madison	450	.....	.....	.....	.....	.....	.....	.....	.....	.....	75
Manatee	575	15.18	17.05	24.02	.....	1	.....	57.25	9.95	57.25	6
Marion	900	200	.....	.....	.....	.....	.....	200	22.22	—100	100
Monroe	97	22	.....	.....	.....	.....	.....	22	22.67	22	.....
Nassau	320	.....	.....	21	.....	.....	.....	21	6.56	21	.....
Orange	325	.....	.....	.....	100	57	.....	157	48.30	42	150
Osceola	218	15	.....	.....	.....	3	.....	18	8.25	— 7	100
Palm Beach	360	150	.....	10	.....	.....	.....	160	44.44	160	100
Pasco	228	18	20	.....	65	.....	.....	103	45.08	93	.....
Pinellas	140	48	.....	.....	.....	25	.....	73	52.14	73	14
Polk	691	8	1.25	.....	67	.....	.....	76.25	11.03	— 93.75	15
Putnam	550	.....	.....	18	[5] 66	8	.....	92	16.72	69	55
St. Johns	105	.....	.....	20	.....	65	.....	85	80.95	69	.....
St. Lucie	458	69.75	.....	13.25	54	.....	.....	137	29.89	92	102
Santa Rosa	500	.....	.....	.....	50	.....	.....	50	10	30	200
Seminole	273	.....	.....	.....	31	22	.....	53	19.41	53	70
Sumter	220	.....	.....	.....	6	.....	.....	6	2.72	— 34	.....
Suwanee	426	.....	.....	.....	26	.....	.....	26	6.10	15	200
Taylor	58	.....	.....	.....	.....	.....	.....	.....	.....	.....	24
Volusia	320	105	.....	.....	4	.....	.....	109	34.06	19	90
Wakulla	196	5.23	.....	.....	.....	.....	.....	5.23	2.67	5.23	16
Walton	225	.....	.....	.....	75	.....	.....	75	33.33	72	50
Washington	306	.....	.....	.....	.....	.....	.....	.....	.....	— 16	56
Total	17,995	829.16	42.80	362.77	1,205.50	268.24	122	2,830.47	15.72	1,078.12	3,686

[1] Sand-asphalt.
[2] Clay soil.
[3] Includes 12.5 miles of gravel.
[4] Includes 12 miles of concrete.
[5] Includes 30 miles of gravel.

GEORGIA.

TABLE 41.—*Miles of public roads outside of incorporated cities, 1914.*

County.	Total mileage of all roads.[1]	Surfaced roads.						Graded and drained earth roads.
		Macadam.	Gravel.	Sand-clay.	Total surfaced.	Percentage of total surfaced.	Increase in surfaced mileage over 1909.	
Appling	800						— 15	160
Bacon[2]	170							75
Baker	250						— 35	200
Baldwin	304						— 50	304
Banks	351						— 14	200
Barrow[2]	334							100
Bartow	591	2	12	15	29	4.9	29	400
Ben Hill	300			220	220	73.3	170	80
Berrien	603			150	150	24.8	50	400
Bibb	349			115	115	32.9	15	234
Bleckley	781			200	200	25.6	200	60
Brooks	464							200
Bryan	340			50	50	14.7	30	50
Bulloch	749			400	400	53.4	350	200
Burke	790			300	300	37.9	150	200
Butts	375							250
Calhoun	295			130	130	44.0	130	165
Camden	315	[3] 15			15	4.7	— 5	100
Campbell	660							200
Candler	250			40	40	16.0	40	120
Carroll	1,223	7		15	22	1.79	4	50
Catoosa	222	3	68		71	31.9	41	50
Charlton	227		25	10	35	15.4	35	120
Chatham	219		100		100	45.6	— 8	50
Chattahoochie	251							15
Chattooga	646		100		100	15.4	75	100
Cherokee	1,061						— 13	100
Clarke	152			87	87	57.2	32	65
Clay	226						— 40	200
Clayton	366			70	70	19.1	70	200
Clinch	323						— 10	300
Cobb	908						— 21	
Coffee	712						— 50	500
Colquitt	750			265	265	35.3	265	300
Columbia	366		15	15	30	8.1	10	300
Coweta	692			100	100	14.4	—140	300
Crawford	650		27	10	37	5.7	37	500
Crisp	500			200	200	40.0	— 50	225
Dade	158						— 25	100
Dawson	293			15	15	5.1	15	100
Decatur	746			500	500	67.0	400	246
Dekalb	1,415	11	5	25	41	2.8	13	550
Dodge	1,423			80	80	5.6	55	500
Dooly	746						—150	700
Dougherty	300			150	150	50.0	— 66	150
Douglas	402		100		100	24.8	100	125
Early	494			125	125	25.3	25	100
Echols	170							92
Effingham	335			84	84	25.0	84	78
Elbert	860							3
Emanuel	726			500	500	68.8	475	
Evans[2]	225							100
Fannin	325							75
Fayette	379							250
Floyd	1,100	50	103		153	13.9	8	182
Forsyth	535							300
Franklin	532			100	100	18.7	100	200
Fulton	315	[4] 198.12		2	200.12	63.5	—104.88	
Gilmer	442							200
Glascock	140						— 35	100
Glynn	162	[3] 23		20	43	26.5	—110	100
Gordon	656							200
Grady	488			50	50	10.2	50	300
Greene	739	5	6	6	17	2.3	6	536
Gwinnett	779			100	100	12.8	100	400
Habersham	406	[5] 12			12	2.9	11	100
Hall	1,385	[6] 77			77	5.5	69	75
Hancock	792			200	200	25.2	185	550
Haralson	1,130							350
Harris	689			44	44	6.3	44	75

[1] Total mileage taken from report of secretary of state and represents 1915 mileage.
[2] New county.
[3] Shell.
[4] Brick, 0.72 mile; concrete, 0.40 mile; bituminous macadam, 75 miles.
[5] Bituminous macadam.
[6] Seventy-three miles not classified.

GEORGIA—Continued.

TABLE 41.—*Miles of public roads outside of incorporated cities, 1914*—Continued.

County.	Total mileage of all roads.	Surfaced roads.						Graded and drained earth roads.
		Macadam.	Gravel.	Sand-clay.	Total surfaced.	Percentage of total surfaced.	Increase in surfaced mileage over 1909.	
Hart	516							200
Heard	612			10	10	1.6	2	180
Henry	1,400			50	50	3.5	50	400
Houston	1,248			250	250	20.0	200	500
Irwin	401			200	200	49.8	120	100
Jackson	576							262
Jasper	554			150	150	27.0	150	300
Jeff Davis	280			10	10	3.5	10	40
Jefferson	525			75	75	14.2	25	40
Jenkins	317						− 30	100
Johnson	316			150	150	47.4	115	150
Jones	427		25	20	45	10.5	−155	20
Laurens	1,500			200	200	13.3	135	1,300
Lee	550						− 75	550
Liberty	564			150	150	26.5	148	50
Lincoln	280							100
Lowndes	469			150	150	31.9	100	694
Lumpkin	350							100
McDuffie	310			50	50	16.1	− 50	140
McIntosh	190	[1] 7		45	52	27.3	47.5	8
Macon	523			375	375	71.7	342.5	100
Madison	516			50	50	9.6	−150	300
Marion	417			95	95	22.7	45	50
Meriwether	924							808
Miller	285			250	250	87.7	250	.....
Milton	290							.....
Mitchell	589			300	300	50.9	245	150
Monroe	821			300	300	36.5	300	.....
Montgomery	355			105	105	29.5	105	250
Morgan	450			100	100	22.2	− 25	100
Murray	385			20	20	5.1	10	100
Muscogee	229		25	75	100	43.6	− 31	100
Newton	410		5	28	33	8.0	− 22	200
Oconee	227							150
Oglethorpe	1,216		200	.....	200	16.4	125	300
Paulding	692							25
Pickens	362							25
Pierce	273						− 2	250
Pike	1,000			100	100	10.0	80	500
Polk	457						− 65	350
Pulaski	288						−100	200
Putnam	500						− 15	100
Quitman	196			85	85	43.3	85	100
Rabun	322							200
Randolph	564			300	300	53.1	194	250
Richmond	500		124	281	405	81.0	239	.....
Rockdale	240						− 7.5	50
Schley	482			121	121	25.1	118	.....
Screven	247			[2] 55	55	22.2	5	100
Spalding	800	[3] 1		11	12	1.5	− 18.5	450
Stephens	386						− 14	230
Stewart	445			82	82	18.4	47	.....
Sumter	1,312			350	350	26.6	280	448
Talbot	412		2	10	12	2.9	12	230
Taliaferro	243							150
Tattnall	405			150	150	37.0	95	200
Taylor	381			10	10	2.6	5	25
Telfair	595			82	82	13.7	32	300
Terrell	410						−125	300
Thomas	720			50	50	6.9	.....	350
Tift	241			100	100	41.4	11	100
Toombs	257			100	100	38.9	100	75
Towns	270							.....
Troup	700			200	200	28.5	175	200
Turner	800			200	200	25.0	100	205
Twiggs	400			100	100	25.0	100	300
Union	375							.....
Upson	750							400
Walker	600	[4] 80	80	.....	160	26.6	− 74	25
Walton	606			30	30	4.9	30	170
Ware	300		1	25	26	8.6	22	115
Warren	293			25	25	8.5	25	164
Washington	737			250	250	33.9	50	200

[1] Shell.
[2] Surfaced mileage computed by allowing 10 per cent increase over the 1909 surfaced mileage.
[3] Brick.
[4] Fifty miles not classified.

GEORGIA—Continued.

TABLE 41.—*Miles of public roads outside of incorporated cities, 1914*—Continued.

County.	Total mileage of all roads.	Surfaced roads.						Graded and drained earth roads.
		Macadam.	Gravel.	Sand-clay.	Total surfaced.	Percentage of total surfaced.	Increase in surfaced mileage over 1909.	
Wayne	570	.....	.....	25	25	4.3	17	275
Webster	266	.....	.....	35	35	13.1	30	190
Wheeler [1]	232	.....	.....	.....	.....	.....	.....	100
White	700	.....	.....	.....	.....	.....	.....	.....
Whitfield	507	.....	50	.....	50	9.8	45	.....
Wilcox	775	.....	.....	50	50	6.4	45	100
Wilkes	453	.....	.....	100	100	22.0	75	150
Wilkerson	1,100	.....	.....	100	100	9.0	100	600
Worth	631	.....	.....	150	150	23.7	150	600
Total	80,669	491.12	1,073	10,778	12,342.12	15.3	6,364.12	30,554

[1] New county.

KENTUCKY.

TABLE 42.—*Miles of public roads outside of incorporated cities, 1914.*

County.	Total mileage of all roads.	Surfaced roads.						Graded and drained earth roads.
		Macadam.		Gravel.	Total surfaced.	Percentage of total surfaced.	Increase in surfaced mileage over 1909.	
		Plain.	Bituminous.					
Adair	300	10	.....	.....	10	3.33	— 15	.....
Allen	425	.....	.....	50	50	11.76	43	25
Anderson	208	.....	.....	.....	.....	.....	—200	.....
Ballard	425	.....	.....	24	24	5.64	24	.....
Barren	1,100	60	.....	50	110	10	56	300
Bath	450	200	.....	12	212	47.11	47	.....
Bell	150	2.5	.....	.....	2.5	1.66	— 1.5	.....
Boone	375	130	.....	5	135	36	37.25	115
Bourbon	320	300	.....	.....	300	93.75	300	.....
Boyd	207	5	.....	.....	6.7	3.24	— 9	50
Boyle	250	110	.....	30	140	56	—135	10
Bracken	450	300	1.7	.....	300	66.66	120	.....
Breathitt	100	.....	.....	.....	.....	.....	.....	.....
Breckinridge	1,200	10	.....	4	14	1.16	14	50
Bullitt	348	44	.....	13	57	16.09	2	.....
Butler	475	5	.....	.....	5	1.05	5	70
Caldwell	430	20	.....	1	21	4.88	1	279
Calloway	590	.....	.....	100	100	16.94	55	190
Campbell	300	200	.....	.....	203	67.33	128	.....
Carlisle	403	.....	.....	3	3	.74	3	.....
Carroll	300	175	3	25	200	66.66	39	100
Carter	400	.....	.....	.....	.....	.....	.....	40
Casey	975	.....	.....	75	75	7.77	10	.....
Christian	1,200	250	.....	.....	250	20.83	— 10	600
Clark	360	240	.....	10	250	69.44	42	.....
Clay	500	.....	.....	.....	.....	.....	.....	.....
Clinton	200	.....	.....	.....	.....	.....	.....	.....
Crittenden	500	3	.....	.....	3	.60	3	.....
Cumberland	300	3	.....	.....	3	1	3	.....
Daviess	732	46	.....	.....	46	6.28	1	296
Edmonson	200	5	.....	.....	5	2.50	— 3	.....
Elliott	264	.....	.....	.....	.....	.....	.....	.....
Estill	336	.....	.....	.....	.....	.....	.....	8
Fayette	386	370	.....	.....	382	98.96	22	.....
Fleming	645	235	.....	40	275	42.63	50	.....
Floyd	400	.....	12	.....	.....	.....	.....	.....
Franklin	400	300	.....	.....	300	75	71.50	100
Fulton	212	.....	.....	.....	.....	.....	.....	201.5
Gallatin	280	130	.....	25	155	55.35	— 16	25
Garrard	226	126	.....	.....	126	55.75	— 9	.....
Grant	540	490	.....	.....	490	90.74	140	.....
Graves	1,350	.....	.....	200	200	14.81	188	200
Grayson	650	5.5	.....	.....	5.5	.84	2.5	15.5
Green	700	.....	.....	.....	.....	.....	— 12	.....
Greenup	500	.....	.....	2	2	.40	.5	.....
Hancock	440	.....	.....	.....	.....	.....	.....	400
Hardin	1,070	150	.....	20	170	15.88	— 15	700

KENTUCKY—Continued.

TABLE 42.—*Miles of public roads outside of incorporated cities, 1914*—Continued.

County.	Total mileage of all roads.	Surfaced roads.						Graded and drained earth roads.
		Macadam.		Gravel.	Total surfaced.	Percentage of total surfaced.	Increase in surfaced mileage over 1909.	
		Plain.	Bituminous.					
Harlan	250							
Harrison	500	350			350	70	— 15	
Hart	610	90			90	14.75	22	110
Henderson	635	50		20	70	11.02	— 36	565
Henry	420	270			270	64.28	20	
Hickman	600							
Hopkins	655							610
Jackson	500							
Jefferson	908	[1] 754.75	10	15	779.75	85.89	[2] 527.75	120
Jessamine	332	252			252	75.90	49	
Johnson	700	.5			.5		— .50	4
Kenton	325	[3]230	7		237	72.92	18	60
Knott	300							
Knox	198							48
Larue	400	26		10	36	9	1	300
Laurel	1,000	10			10	1	6	
Lawrence	600							200
Lee	200							
Leslie	250							
Letcher	402							2
Lewis	700	15			15	2.14	— 65	
Lincoln	646	60		86	146	22.60	—136.5	120
Livingston	450							16.5
Logan	1,025	200		25	225	21.95	135	
Lyon	300	2			2	.66	2	
McCracken	540			320	320	59.25	168	170
McCreary	400							
McLean	500							150
Madison	657	209		26	235	35.76	—131	75
Magoffin	600							
Marion	500	140		25	165	33	15	
Marshall	600			150	150	25	90	400
Martin	200							1
Mason	410	340			340	82.92	— 30	
Meade	350	32			32	9.14	22	2
Menifee	200							5
Mercer	450	300			300	84.44	65	50
Metcalf	353							3.5
Monroe	553	8		5	13	2.35	13	
Montgomery	300	125			125	41.66	15	
Morgan	600							
Muhlenberg	700							300
Nelson	480	220	25	25	270	56.25	— 17	150
Nicholas	325	265		4	269	82.76	13	
Ohio	850			8.5	8.5	1	.5	600
Oldham	275	125			125	45.45	40	150
Owen	600	400			400	66.66	85	
Owsley	300							
Pendleton	500	350			350	70	40	
Perry	200							
Pike	600							
Powell	75							
Pulaski	2,030	30			30	1.47	— 5	2,000
Robertson	135	75			75	55.55	10	60
Rockcastle	400							
Rowan	300							
Russell	400	5			5	1.25		
Scott	400	350			350	87.50	— 13	
Shelby	702	402			402	57.26	— 3	
Simpson	300	80		60	140	46.66	24	40
Spencer	322	22		100	122	37.88	3	
Taylor	250	1.5		10	11.5	4.50	— 43.5	30
Todd	450	25		5	30	6.66	— 5	100
Trigg	500			20	20	4	— 10	5
Trimble	300	80			80	26.66	15	30
Union	510							380
Warren	1,000	300		100	400	40	125	200
Washington	535	260		10	270	50.40	21	35
Wayne	426	26			26	6.10	1	
Webster	500							
Whitley	300						— 5	
Wolfe	300							
Woodford	260	225	0.33		225.33	86.55	23.33	
Total	57,916	10,630.75	59.03	1,713.50	12,403.28	21.4	2,288.33	10,867

[1] Includes ¼ mile of brick and ½ mile of concrete.
[2] Increase over 1904. No report for 1909.
[3] Includes 2 miles of concrete.

LOUISIANA.

TABLE 43.—*Miles of public roads outside of incorporated cities, 1914.*

Parish.	Total mileage of all roads.	Surfaced roads.							Graded and drained earth roads.
		Gravel.	Sand-clay.	Shell.	Other hard surfaced roads.	Total surfaced.	Percentage of total surfaced.	Increase in surfaced mileage over 1909.	
Acadia	674								450
Allen	150								
Ascension	241	21				21	8.71	21	220
Assumption	130	40				40	30.76	40	90
Avoyelles	800								
Beauregard	150								75
Bienville	670								
Bossier	416	42	100		28 macadam	170	40.86	170	60
Caddo	505	74.5			4 macadam; 2.5 bituminous macadam.	81	16.03	77	4
Calcasieu	500	40		6.5	15 brick	61.5	12.30	59.5	200
Caldwell	298	3				3	1	3	5
Cameron	100								
Catahoula	300							−15	40
Claiborne	750								
Concordia	300								
De Soto	400		100			100	25	25	100
East Baton Rouge	407	49			0.6 concrete	49.6	12.20	33.6	357
East Carroll	250		50			50	20	50	35
East Feliciana	400	.5				.5	.12	.5	
Evangeline	600								400
Franklin	350								
Grant	250	4				4	1.60	2	64
Iberia	342				12 concrete	12	3.50	12	30
Iberville	110	60				60	54.54	54.5	40
Jackson	375								120
Jefferson	126	2		44	10 pyrites	56	44.44	51	
Jefferson Davis	600								250
Lafayette	800								800
Lafourche	225								75
La Salle	350								200
Lincoln	650								50
Livingston	525								525
Madison	200		10			10	5	10	50
Morehouse	500								300
Natchitoches	800	15				15	1.87	15	
Orleans [1]									
Ouachita	608	8	300			308	50.65	280	200
Plaquemines	136			32		32	23.52	32	
Pointe Coupee	325								
Rapides	1,309	9	700			709	54.16	706	200
Red River	275								
Richland	345							−60	20
Sabine	743								43
St. Bernard	43	3	5	25	10 cinders	43	100	7	
St. Charles	153	28				28	18.30	28	
St. Helena	325								
St. James	106	1				1	.94	1	55
St. John the Baptist	72								32
St. Landry	824	24				24	2.91	24	700
St. Martin	175								
St. Mary	202							−15	120
St. Tammany	300								180
Tangipahoa	300	1				1	.33	1	50
Tensas	251								
Terrebonne	220							− 5	
Union	315								
Vermilion	450								200
Vernon	640								40
Washington	550		183			183	33.27	183	367
Webster	400	5				5	1.25	5	275
West Baton Rouge	100								50
West Carroll	250								11
West Feliciana	275								100
Winn	627								270
Total	24,563	430	1,448	107.5	82.1	2,067.6	8.42	1,796.1	7,453

[1] All included in city of New Orleans.

MARYLAND.

TABLE 44.—*Miles of public roads outside of incorporated cities, 1914.*

County.	Total mileage of all roads.	Surfaced roads.									Graded and drained earth roads.
		Macadam.		Concrete.	Gravel.	Shell.	Sand-clay.	Total surfaced.	Percentage of total surfaced.	Increase in surfaced mileage over 1909.	
		Plain.	Bituminous.								
Allegany	568	12.92	45.40	9.24	[1] 12.05			79.61	14	— 0.39	29
Anne Arundel	545	.70	25.42	[2] 17.82	[3] 69.40	62.66	5	181	33.2	23.5	350
Baltimore	1,178	20	[4] 477	[5] 27		50		574	47	— 39	200
Calvert	335				34.75	1		35.75	10.6	— 29.25	
Carroll	775		40	10				50	6.5	3	
Caroline	700	12			1	10		23	3.3	— 1	
Cecil	638		42.05	21.98	1.35			65.38	10.2	38.88	
Charles	529	26	12	4	80			122	23.1	35	407
Dorchester	705		39.63	15		160.80		215.43	30.4	170.43	180
Fredreick	1,200	16						16	1.3	— 96	1,184
Garrett	940		48.93	2.73				51.66	5.5	24.16	
Harford	822		59.99					59.99	7.3	—235.01	
Howard	405	[6] 100.5	48					148.5	36.8	89	75
Kent	425	2	14	5		15	4	40	9.4	31.70	
Montgomery	830	175.74	15.30		6			197.04	23.8	154.04	
PrinceGeorges	892		17.61	19.14	9.25			46	5.2	— 24	
Queen Annes	839		29.75	5.25		20	3	58	6.9	45	205
St. Marys	602		8.82	5.12	30.15			44.09	7.3	14.09	
Somerset	700	1.01	8.01	10.06		20	51	90.08	12.8	57.08	122
Talbot	482		12	10		60		82	17	31	100
Washington	750	104	48					152	21.5	— 12	100
Wicomico	798	2.83	[7] 25.40	12		55	3	98.23	12.3	29.23	200
Worcester	800	15	25	15		1.5	3	59.5	7.4	37.5	15
Total	16,458	488.70	1,042.31	189.34	243.95	455.96	69	2,489.26	15.1	346.96	2,760

[1] Includes 5 miles of chert.
[2] Includes 0.32 mile of brick.
[3] Includes 9 miles of slag.
[4] Includes 5 miles of bituminous concrete.
[5] Includes 3 miles of brick.
[6] Includes 93.5 miles which are not classified.
[7] Includes 0.40 mile of sand oil.

MISSISSIPPI.

TABLE 45.—*Miles of public roads outside of incorporated cities, 1914.*

County.	Total mileage of all roads.	Surfaced roads.						Graded and drained earth roads.
		Gravel.	Sand-clay.	Other hard surfaced roads.	Total surfaced.	Percentage of total surfaced.	Increase in surfaced mileage over 1909.	
Adams	237	34			34	14.34	14	203
Alcorn	360	60			60	16.66	45	100
Amite	750							
Attala	875	4	26		30	3.42	30	
Benton	438							78
Boliver	502	2			2	.39	— 98	250
Calhoun	512							36
Carroll	700							210
Chickasaw	381	75			75	19.60	72	10
Choctaw	200							100
Claiborne	475							250
Clarke	558		10		10	1.79	10	
Clay	315	40.5			40.5	12.83	35	175
Coahoma	580	50			50	8.62	40	530
Copiah	676	100			100	14.79	95	314
Covington	500	50			50	10	50	200
De Soto	550	10			10	1.81	4	170
Forrest	300	26	35		61	20.33	59	
Franklin	250							
George	225							125
Greene	600							
Grenada	300							300

MISSISSIPPI—Continued.

TABLE 45.—*Miles of public roads outside of incorporated cities, 1914*—Continued.

County.	Total mileage of all roads.	Surfaced roads.						Graded and drained earth roads.
		Gravel.	Sand-clay.	Other hard surfaced roads.	Total surfaced.	Percentage of total surfaced.	Increase in surfaced mileage over 1909.	
Hancock	235	.....	.....	[1] 16	16	6.80	16	219
Harrison	999	10	1.25	[1] 63	74.25	7.43	54.25	725
Hinds	860	110	.....	.....	110	12.79	110	750
Holmes	921	5	1	.....	6	.65	6	610
Issaquena	145	.....	.....	.....	.....	.....	.....	125
Itawamba	810	23	12	.....	35	4.32	10	75
Jackson	429	.....	.....	[2] 4 [1] 35	39	9.09	39	390
Jasper	803	.....	3	.....	3	.37	3	175
Jefferson	439	.....	.....	.....	.....	.....	.....	.....
Jefferson Davis	365	.....	.....	.....	.....	.....	.....	.....
Jones	747	9.5	13	.....	22.5	3.01	22.5	.....
Kemper	1,110	.....	10	.....	10	.90	10	.....
Lafayette	700	.....	.....	.....	.....	.....	— .75	70
Lamar	400	.....	.....	.....	.....	.....	.....	400
Lauderdale	800	51.75	95	.....	146.75	18.37	143.75	.....
Lawrence	380	.....	.....	.....	.....	.....	.....	.....
Leake	840	.....	.....	.....	.....	.....	.....	50
Lee	312	145	.....	[3] 12	157	50.32	149	155
Leflore	650	23.75	.....	.....	23.75	3.65	23.75	616
Lincoln	207	54.6	.....	.....	54.6	26.42	54.60	.....
Lowndes	408	20	203	.....	223	54.65	223	185
Madison	500	.....	.....	.....	.....	.....	.....	350
Marion	400	.....	.....	.....	.....	.....	.....	300
Marshall	750	.....	.....	.....	.....	.....	.....	.....
Monroe	650	75	20	[4] 55	150	23.07	130	50
Montgomery	500	.....	.....	.....	.....	.....	.....	70
Neshoba	800	19	.....	.....	19	2.37	19	.....
Newton	599	22	.....	.....	22	3.67	22	.....
Noxubee	1,000	55	48	.....	103	10.30	103	20
Oktibbeha	833	.....	.....	[4] 31 [5] 1.5	32.5	3.90	32.5	.....
Panola	700	.....	.....	.....	.....	.....	.....	700
Pearl River	800	.....	.....	.....	.....	.....	.....	.....
Perry	500	.....	.....	.....	.....	.....	.....	.....
Pike	560	60	.....	.....	60	10.71	60	.....
Pontotoc	900	.....	100	.....	100	11.11	100	.....
Prentiss	455	30	25	.....	55	12.02	45	200
Quitman	300	.....	.....	.....	.....	.....	.....	200
Rankin	400	.....	1	[3] 2	3	.75	3	200
Scott	652	40	.....	.....	40	6.13	40	12
Sharkey	250	.....	.....	.....	.....	.....	.....	40
Simpson	601	.....	.....	.....	.....	.....	.....	601
Smith	600	.....	.....	.....	.....	.....	.....	70
Sunflower	604	4	.....	.....	4	.66	— 46	350
Tallahatchie	520	10	.....	.....	10	1.92	10	220
Tate	450	.....	.....	.....	.....	.....	.....	.....
Tippah	525	.....	.....	.....	.....	.....	.....	100
Tishomingo	750	.....	.....	.....	.....	.....	.....	.....
Tunica	287	4	1	.....	5	1.74	5	196
Union	512	.....	.....	.....	.....	.....	.....	103
Walthall	433	.....	.....	.....	.....	.....	.....	.....
Warren	416	48	.....	[5] 28	76	18.26	40	300
Washington	500	.....	.....	[6] .5	.5	.09	.5	350
Wayne	900	.....	.....	.....	.....	.....	.....	550
Webster	500	.....	.....	.....	.....	.....	.....	.....
Wilkinson	450	.....	.....	.....	.....	.....	.....	300
Winston	700	.....	.....	.....	.....	.....	.....	.....
Yalobusha	550	.....	.....	.....	.....	.....	.....	400
Yazoo	838	10	.....	.....	10	1.19	7	408
Total	45,779	1,281.10	604.25	248	2,133.35	4.66	1,791.10	13,686

[1] Shell. [2] Slag. [3] Concrete. [4] Macadam. [5] Bituminous macadam. [6] Burnt clay.

NORTH CAROLINA.

TABLE 46.—*Miles of public roads outside of incorporated cities, 1914.*

County.	Total mileage of all roads.	Surfaced roads.						Graded and drained earth roads.
		Macadam.	Gravel.	Sand-clay.	Total surfaced.	Percentage of total surfaced.	Increase in surfaced mileage over 1909.	
Alamance	600	50	.....	8	58	9.66	— 7	8
Alexander	200	.....	.....	.....	.....	.....	.....	.....
Alleghany	300	.....	.....	.....	.....	.....	.....	20
Anson	500	15	66	32	113	22.6	103	13
Ashe	500	.....	.....	.....	.....	.....	.....	.....
Avery	300	.....	.....	.....	.....	.....	.....	.....
Beaufort	400	.....	.....	4	4	1	4	.....
Bertie	800	.....	.....	20	20	2.5	— 15	200
Bladen	200	.....	.....	6	6	3	6	20
Brunswick	400	.....	.....	48	48	12	37	20
Buncombe	700	75	.....	48	123	17.57	57	378
Burke	300	.....	.....	10	10	3.33	10	25
Cabarrus	600	22	.....	45	67	11.16	7	50
Caldwell	500	3	.....	6	9	1.8	— 35	35
Camden	200	.....	.....	.....	.....	.....	.....	.....
Carteret	200	.....	.....	20	20	10	20	10
Caswell	400	1.5	.....	.....	1.5	.37	— 14.5	.....
Catawba	450	.....	.....	100	100	22.22	100	20
Chatham	600	.....	.....	.....	.....	.....	— 8	4
Cherokee	400	13	.....	32	45	11.25	35	35
Chowan	185	.....	.....	.....	.....	.....	.....	.....
Clay	135	.....	.....	.....	.....	.....	.....	.....
Cleveland	800	.....	25	80	105	13.12	100	15
Columbus	1,150	.....	2	35	37	2.34	25	250
Craven	930	.....	.....	4	4	.43	— 22	35
Cumberland	600	.....	.....	105	105	17.5	65	175
Currituck	100	.....	.....	3	3	3	3	.....
Dare	70	.....	.....	.....	.....	.....	.....	.....
Davidson	800	3	.....	10	13	1.62	11	10
Davie	263	.....	.....	57	57	21.67	57	10
Duplin	800	.....	.....	66	66	8.25	66	10
Durham	450	97	16	[1] 5	118	26.22	16	15
Edgecombe	750	.....	.....	20	20	2.66	10	10
Forsyth	750	[2] 74	5	50	129	17.86	83	10
Franklin	500	[3] 5	.....	205	210	42	130	5
Gaston	500	110	.....	40	150	30	82	5
Gates	300	.....	.....	.....	.....	.....	.....	20
Graham	250	.....	.....	3	3	1.2	3	2
Granville	700	.....	.....	135	135	19.28	37	.....
Greene	300	.....	.....	40	40	13.33	40	.....
Guilford	1,000	110	10	100	220	22	104	.....
Halifax	600	.....	20	80	100	16.66	40	10
Harnett	500	.....	.....	40	40	8	15	25
Haywood	300	20	2	.....	22	7.33	— 10	150
Henderson	500	.....	.....	60	60	12	60	100
Hertford	600	.....	.....	.....	.....	.....	— 15	.....
Hoke	200	.....	.....	75	75	37.5	75	25
Hyde	300	.....	.....	.....	.....	.....	— 2.5	100
Iredell	700	25	.....	240	265	37.85	239	20
Jackson	400	.....	.....	.....	.....	.....	.....	20
Johnston	900	.....	.....	200	200	22.22	146	20
Jones	225	.....	.....	4	4	1.77	4	15
Lee	250	.....	36	32	68	27.2	68	.....
Lenoir	500	.....	.....	65	65	13	65	.....
Lincoln	400	.....	.....	100	100	25	100	20
McDowell	350	8	.....	36	44	12.57	18	40
Macon	750	4	.....	5	9	1.2	9	20
Madison	300	.....	.....	10	10	3.33	10	60
Martin	400	.....	.....	65	65	16.25	65	10
Mecklenburg	1,000	300	[4] 55	30	385	38.5	152	20
Mitchell	500	.....	.....	.....	.....	.....	.....	3
Montgomery	400	.....	30	37	67	19.25	67	50
Moore	600	.....	.....	230	230	38.33	205	10
Nash	800	1	10	115	126	15.75	92	130
New Hanover	125	49	.....	5	54	43.22	4	11
Northampton	675	.....	12	.....	12	1.76	— 8	.....
Onslow	300	.....	.....	5	5	1.66	5	.....
Orange	300	8	4	69	81	27	61	12

[1] Classification not given.
[2] Of which 4 miles were treated with bituminous material.
[3] Bituminous macadam.
[4] Includes 35 miles for which no classification was given.

NORTH CAROLINA—Continued.

TABLE 46.—*Miles of public roads outside of incorporated cities, 1914*—Continued.

County.	Total mileage of all roads.	Surfaced roads.						Graded and drained earth roads.
		Macadam.	Gravel.	Sand-clay.	Total surfaced.	Percentage of total surfaced.	Increase in surfaced mileage over 1909.	
Pamlico	200	.....	.....	.....	.....	.....	.....	5
Pasquotank	300	.....	.....	.....	.....	.....	.....	.....
Pender	500	.....	.....	18	18	3.6	18	.....
Perquimans	350	.....	.....	.....	.....	.....	.....	50
Person	800	.....	.....	5	5	.62	5	.....
Pitt	1,000	.....	.....	50	50	5	48	.....
Polk	300	8.5	.....	10	18.5	6.16	15	65
Randolph	900	.....	110	.....	110	12.22	106	10
Richmond	600	.....	50	200	250	41.66	129	10
Robeson	900	.....	.....	100	100	11.11	50	10
Rockingham	600	13	.....	.....	13	2.16	4	300
Rowan	500	75	.....	65	140	28	51	20
Rutherford	800	.....	.....	14	14	1.75	14	300
Sampson	1,200	.....	.....	165	165	13.75	115	.....
Scotland	300	.....	.....	175	175	58.33	120	10
Stanley	550	.....	.....	5	5	.90	5	12
Stokes	400	.....	.....	75	75	18.75	75	10
Surry	350	.....	.....	80	80	22.85	80	15
Swain	300	.....	.....	5	5	1.66	5	5
Transylvania	250	.....	.....	5	5	2	5	5
Tyrrell	200	.....	.....	.....	.....	.....	.....	6
Union	900	4	.....	.....	4	.44	− 36	100
Vance	300	.....	.....	125	125	41.66	80	.....
Wake	1,200	[1] 2.25	100	100	202.25	16.85	22.25	400
Warren	520	.....	.....	15.5	15.5	2.98	− 24.5	.....
Washington	300	.....	.....	28	28	9.33	26	50
Watauga	300	.....	.....	.....	.....	.....	− 10	10
Wayne	1,000	.....	10	200	210	21	180	300
Wilkes	1,000	1	.....	.....	1	.10	1	150
Wilson	800	24	1	35	60	7.50	30	40
Yadkin	300	.....	.....	.....	.....	.....	.....	.....
Yancey	80	.....	.....	3	3	3.75	3	17
Total	50,758	1,121.25	564	4,318.50	6,003.75	11.82	3,690.75	4,181

[1] Includes 1.25 miles of concrete.

OKLAHOMA.

TABLE 47.—*Miles of public roads outside of incorporated cities, 1915.*

County.	Total mileage of all roads.	Surfaced roads.						Graded and drained earth roads.
		Macadam.	Gravel.	Sand-clay.	Total surfaced.	Percentage surfaced.	Increase in surfaced mileage over 1909.	
Adair	475	.....	2	.....	2	0.42	2	3
Alfalfa	1,776	.....	.....	.....	.....	.....	.....	.....
Atoka	1,180	.....	.....	.....	.....	.....	.....	6
Beaver	3,604	.....	.....	.....	.....	.....	.....	12
Beckham	1,440	.....	.....	.....	.....	.....	— 6	38
Blaine	1,872	.....	.....	10	10	.53	— 5.5	100
Bryan	1,400	.....	4	.....	4	.28	— 26	46
Caddo	2,700	.....	.....	.....	.....	.....	.....	100
Canadian	1,800	.....	.....	.....	.....	.....	— 3	.....
Carter	1,493	.....	.....	.....	.....	.....	.....	60
Cherokee	800	.....	.....	.....	.....	.....	.....	.....
Choctaw	700	.....	.....	.....	.....	.....	.....	.....
Cimarron	1,000	.....	.....	.....	.....	.....	.....	.....
Cleveland	1,050	.....	.....	.....	.....	.....	.....	300
Coal	900	.....	.....	.....	.....	.....	.....	5
Comanche	1,812	.....	.....	.....	.....	.....	— 4	5
Cotton	1,307	.....	.....	.....	.....	.....	.....	100
Craig	1,552	.....	.....	.....	.....	.....	.....	.....
Creek	1,400	.....	.....	.....	.....	.....	.....	10
Custer	1,520	.....	.....	.....	.....	.....	.....	10
Delaware	960	.....	.....	.....	.....	.....	.....	38
Dewey	1,500	.....	.....	.....	.....	.....	.....	.....
Ellis	2,525	.....	.....	5	5	.19	5	200
Garfield	2,000	.....	.....	.....	.....	.....	.....	109
Garvin	1,600	.....	.....	.....	.....	.....	.....	200
Grady	2,200	.....	.....	.....	.....	.....	.....	64
Grant	2,016	.....	.....	.....	.....	.....	— 10	50
Greer	1,000	.....	.....	.....	.....	.....	— 5	4
Harmon	800	.....	.....	20	20	2.5	20	80
Harper	2,020	.....	.....	.....	.....	.....	.....	.....
Haskell	900	.....	.....	.....	.....	.....	.....	20
Hughes	1,375	.....	.....	.....	.....	.....	.....	11
Jackson	1,552	.....	.....	.....	.....	.....	— 25	25
Jefferson	533	.....	.....	.....	.....	.....	.....	.....
Johnston	700	.....	.....	.....	.....	.....	.....	20
Kay	1,654	.....	.....	.....	.....	.....	.....	65
Kingfisher	1,845	.....	.....	.....	.....	.....	.....	.....
Kiowa	2,100	.....	.....	.....	.....	.....	.....	500
Latimer	295	.....	.....	.....	.....	.....	.....	.....
Le Flore	1,000	.....	.....	.....	.....	.....	.....	.....
Lincoln	2,080	.....	.....	5	5	.24	— 34.50	50
Logan	1,512	.....	.....	4	4	.26	4	46
Love	600	.....	.....	.....	.....	.....	.....	.....
McClain	(1)	.....	.....	.....	.....	.....	— 2	.....
McCurtain	1,305	.....	.....	.....	.....	.....	.....	.....
McIntosh	1,440	.....	.....	.....	.....	.....	.....	.....
Major	1,942	.....	.....	.....	.....	.....	— 10	6
Marshall	510	.....	.....	.....	.....	.....	.....	48
Mayes	1,368	.....	.....	.....	.....	.....	.....	22
Murray	550	.....	.....	.....	.....	.....	.....	15
Muskogee	1,870	.....	.....	.....	.....	.....	— 25	75
Noble	1,494	.....	.....	.....	.....	.....	.....	25
Nowata	1,130	.....	.....	.....	.....	.....	.....	32
Okfuskee	800	.....	.....	.....	.....	.....	.....	90
Oklahoma	1,500	.....	.....	10	10	166	10	20
Okmulgee	1,400	.....	.....	.....	.....	.....	.....	100
Osage	2,500	.....	.....	.....	.....	.....	.....	.....
Ottawa	750	.....	0.9	.....	.9	.12	— 3.10	.....
Pawnee	1,160	.....	.....	1	1.0	.08	1	.....
Payne	1,420	.....	.....	.....	.....	.....	.....	60
Pittsburg	650	.....	.....	.....	.....	.....	—123	23
Pontotoc	840	.....	.....	.....	.....	.....	.....	20
Pottawatomie	1,500	.....	.....	.....	.....	.....	.....	.....
Pushmataha	640	.....	.....	.....	.....	.....	— 50	.....
Roger Mills	615	.....	.....	.....	.....	.....	.....	2
Rogers	1,800	.....	.....	.....	.....	.....	.....	40
Seminole	800	.....	.....	.....	.....	.....	.....	.....
Sequoyah	637	.....	.....	.....	.....	.....	.....	20
Stephens	1,400	.....	.....	.....	.....	.....	.....	.....
Texas	4,046	.....	.....	.....	.....	.....	— 4	38
Tillman	1,600	.....	.....	.....	.....	.....	.....	.....
Tulsa	1,400	[2] 9.70	.....	.....	9.7	.65	4.7	170
Wagoner	1,110	.....	.....	.....	.....	.....	.....	.....

[1] No report.

[2] Includes 3 miles of bituminous macadam.

OKLAHOMA—Continued.

TABLE 47.—*Miles of public roads outside of incorporated cities, 1914*—Continued.

County.	Total mileage of all roads.	Surfaced roads.						Graded and drained earth roads.
		Macadam.	Gravel.	Sand-clay.	Total surfaced.	Percentage surfaced.	Increase in surfaced mileage over 1909.	
Washington	553	.....	.....	.....	.....	.....	.....	23
Washita	1,612	.....	.....	.....	.....	.....	.....	.....
Woods	2,500	.....	.....	.....	.....	.....	.....	.....
Woodward	2,526	.....	.....	50	50	1.97	50	.....
Total	107,916	9.70	6.9	105	121.6	.11	−239.4	3,106

SOUTH CAROLINA.

TABLE 48.—*Miles of public roads outside of incorporated cities, 1914.*

County.	Total mileage of all roads.	Surfaced roads.					Graded and drained earth roads.
		Sand-clay.	Other hard surfaced roads.	Total surfaced.	Percentage of total surfaced.	Increase in surfaced mileage over 1909.	
Abbeville	1,200	75	.....	75	6.25	−226	500
Aiken	1,280	350	.....	350	27.40	100	300
Anderson	[1] 1,208	500	.....	500	41.39	490	.....
Bamberg	400	125	.....	125	31.25	.....	.....
Barnwell	1,000	150	.....	150	15	− 35	350
Beaufort	480	.....	[2] 40	40	8.33	25	.....
Berkeley	1,500	.....	.....	.....	.....	− 10	225
Calhoun	300	100	.....	100	33.33	.....	.....
Charleston	500	40	[3] 30 [2] 8	78	15.60	64	122
Cherokee	[1] 422	.....	.....	.....	.....	− 3	300
Chester	680	50	[4] 15	65	9.55	45	100
Chesterfield	[1] 1,200	36	.....	36	3	26	137
Clarendon	800	50	.....	50	6.25	50	350
Colleton	1,005	66	.....	66	6.56	66	139
Darlington	1,000	200	.....	200	20	−150	550
Dillon	625	25	.....	25	4	25	100
Dorchester	800	.....	.....	.....	.....	−200	300
Edgefield	835	15	.....	15	1.79	15	150
Fairfield	650	50	.....	50	7.69	50	300
Florence	1,150	200	[3] 25	225	19.56	193	650
Georgetown	479	60	[2] 5.5	65.5	13.68	8.5	150
Greenville	2,004	.....	[4] 3 [5] 1.5	4.5	.22	− 2.5	200
Greenwood	2,000	.....	.....	.....	.....	− 38	.....
Hampton	1,202	2	.....	2	.16	−248	700
Horry	2,000	10	.....	10	.50	6	150
Jasper	700	.....	.....	.....	.....	.....	50
Kershaw	650	137	[3] 18	155	23.84	32	160
Lancaster	600	30	.....	30	5	− 5	125
Laurens	1,470	20	.....	20	1.36	− 69	350
Lee	400	100	.....	100	25	69	150
Lexington	1,555	105	.....	105	6.75	15	350
Marion	480	85	.....	85	17.70	85	35
Marlboro	580	30	.....	30	5.17	− 32	100
Newberry	1,000	36	[3] 12	48	4.80	27	200
Oconee	1,400	.....	.....	.....	.....	.....	.....
Orangeburg	1,600	50	.....	50	3.12	−325	550
Pickens	600	.....	[4] 1	1	.16	.....	.....
Richland	752	200	[5] 2	202	26.86	−248.5	400
Saluda	614	14	.....	14	2.28	4	250
Spartanburg	1,700	.....	.....	.....	5.88	− 14	1,000
Sumter	525	100	.....	100	19.05	25	285
Union	565	5	[6] 8.5	13.5	2.38	5	250
Williamsburg	1,455	25	.....	25	1.71	− 5	1,086
York	860	60	.....	60	6.97	− 78.75	500
Total	42,226	3,101	169.50	3,270.5	7.74	−264.25	11,614

[1] Scaled from soil survey map.
[2] Shell.
[3] Gravel.
[4] Macadam.
[5] Bituminous macadam.
[6] Poor macadam.

TENNESSEE.

TABLE 49.—*Miles of public roads outside of incorporated cities, 1914.*

Counties.	Total mileage of all roads.	Surfaced roads.						Graded and drained earth roads.
		Macadam.	Gravel.	Sand-clay.	Total surfaced.	Percentage of total surfaced.	Increase in surfaced mileage over 1909.	
Anderson	285	75	10	.....	85	29.82	11	.....
Bedford	200	.....	.....	.....	.....	.....	−125	31
Benton	[1] 430	.....	150	.....	150	34.88	135	40
Bledsoe	350	30	30	.....	60	17.14	50	75
Blount	[1] 550	55	.....	.....	55	10	42	.....
Bradley	345	.....	190	.....	190	55.07	10	80
Campbell	665	45	20	.....	65	9.77	10	.....
Cannon	500	10	10	.....	20	4	13	.....
Carroll	1,250	.....	.....	.....	.....	.....	.....	100
Carter	200	20	.....	.....	20	10	20	180
Cheatham	500	14	34	50	98	19.60	84	150
Chester	260	.....	.....	.....	.....	.....	.....	.....
Claiborne	300	10	.....	.....	10	3.33	5	130
Clay	200	.....	.....	.....	.....	.....	− 5	.....
Cocke	400	80	.....	.....	80	20	.....	.....
Coffee	[1] 375	.....	.....	.....	.....	.....	.....	60
Crockett	500	.....	.....	.....	.....	.....	.....	300
Cumberland	200	.....	.....	.....	.....	.....	.....	20
Davidson	600	275	100	.....	375	62.5	133	125
Decatur	506	.....	6	.....	6	1.18	− 37.5	.....
Dekalb	500	40	.....	.....	40	8	− 35	.....
Dickson	283	54	4	.....	58	20.49	54	25
Dyer	201	.....	11.5	.....	11.5	5.7	− 8.5	100
Fayette	900	.....	.....	.....	.....	.....	.....	600
Fentress	350	.....	.....	.....	.....	.....	.....	50
Franklin	405	5	.....	.....	5	1.23	3	100
Gibson	1,000	.....	.....	.....	.....	.....	.....	200
Giles	1,000	.....	.....	.....	.....	.....	−175	500
Grainger	300	8	.....	.....	8	2.66	3	23
Greene	1,532	160	.....	.....	160	10.44	159	172
Grundy	300	.....	.....	.....	.....	.....	.....	.....
Hamblen	300	100	.....	.....	100	33.33	4	.....
Hamilton	495	[2] 19.5	200	.....	219.5	44.38	74.5	150
Hancock	250	.....	.....	.....	.....	.....	.....	.....
Hardeman	750	.....	3	.....	3	.4	.....	.....
Hardin	410	.....	80	.....	80	19.51	60	80
Hawkins	375	14	.....	.....	14	3.73	− 12	90
Haywood	800	.....	3.5	.....	3.5	.43	− 3.5	200
Henderson	400	.....	.....	.....	.....	.....	.....	.....
Henry	1,000	20	5	.....	25	2.5	21.5	100
Hickman	750	.....	.....	.....	.....	.....	.....	.....
Houston	150	.....	.....	.....	.....	.....	− 5	.....
Humphreys	600	.....	125	40	165	27.5	165	40
Jackson	325	35	95	.....	130	40	130	.....
James	110	.....	2	.....	2	1.81	− 28	4
Jefferson	558	160	.....	.....	160	28.67	57	38
Johnson	150	.....	.....	.....	.....	.....	.....	.....
Knox	1,000	[3] 375	.....	.....	375	37.5	126	225
Lake	115	1	.....	.....	1	.86	1	50
Lauderdale	600	.....	.....	100	100	16.66	91	75
Lawrence	300	.....	100	.....	100	33.33	60	100
Lewis	200	.....	8	25	33	16.5	13	25
Lincoln	800	.....	80	.....	80	10	− 73	.....
Loudon	368	21.5	25	.....	46.5	12.63	46.5	61.5
McMinn	600	40	5	.....	45	7.5	14.5	150
McNairy	300	.....	12	.....	12	4	12	45
Macon	348	.....	26	.....	26	7.47	26	10
Madison	714	.....	[4] 131	3	134	18.76	− 58	150
Marion	230	75	.....	25	100	43.47	60	30
Marshall	556	200	150	.....	350	62.94	205	100
Maury	1,125	150	225	250	625	55.55	299	250
Meigs	200	.....	10	.....	10	5	7	10
Monroe	320	.....	.....	.....	.....	.....	− 10	120
Montgomery	650	90	60	.....	150	23.07	24	.....
Moore	85	.....	15	10	25	29.41	15	10
Morgan	375	.....	.....	.....	.....	.....	.....	300
Obion	1,000	.....	.....	.....	.....	.....	.....	.....
Overton	220	.....	.....	.....	.....	.....	.....	.....

[1] 1909 total.
[2] Includes 5 miles of bituminous macadam, 2 miles of concrete, and ½ mile of brick.
[3] Includes 75 miles of bituminous macadam.
[4] Includes 66 miles of gravel treated with bituminous material.

TENNESSEE—Continued.

TABLE 49.—*Miles of public roads outside of incorporated cities, 1914*—Continued.

Counties.	Total mileage of all roads.	Surfaced roads.						Graded and drained earth roads.
		Macadam.	Gravel.	Sand-clay.	Total surfaced.	Percentage of total surfaced.	Increase in surfaced mileage over 1909.	
Perry	601	.....	50	.....	50	8.31	50	50
Pickett	129	.....	.....	.....	.....	.....	.....	.....
Polk	320	20	.....	.....	20	6.25	20	100
Putnam	340	70	10	.....	80	23.52	2	60
Rhea	342	5	11	.....	16	4.67	.....	.....
Roane	550	45	8	.....	53	9.63	.....	.....
Robertson	630	124	20	.....	144	22.85	144	.....
Rutherford	1,100	700	.....	.....	700	63.63	250	.....
Scott	100	.....	.....	.....	.....	.....	— 9	50
Sequatchie	150	.....	.....	.....	.....	.....	— 12	12
Sevier	600	30	.....	.....	30	5	— 1	50
Shelby	1,352	[1] 652	100	.....	752	55.62	152	550
Smith	450	15	395	.....	410	91.11	220	40
Stewart	550	2	3	.....	5	.9	— 21	5
Sullivan	650	125	.....	.....	125	19.23	50	25
Sumner	750	70	50	.....	120	16	—230	200
Tipton	750	.....	.....	.....	.....	.....	.....	500
Trousdale	165	30	40	.....	70	42.42	50	.....
Unicoi	75	.....	.....	.....	.....	.....	.....	.....
Union	235	35	.....	.....	35	14.89	.....	.....
Van Buren	250	16	.....	.....	16	6.4	16	234
Warren	385	60	.....	.....	60	15.58	— 12	325
Washington	500	50	.....	.....	50	10	47	200
Wayne	420	.....	50	10	60	14.28	44	10
Weakley	350	.....	.....	.....	.....	.....	.....	200
White	210	70	.....	.....	70	33.33	— 50	70
Williamson	630	100	125	100	325	51.58	210	5
Wilson	550	300	.....	.....	300	54.54	160	.....
Total	46,050	4,701	2,788	613	8,102	17.59	2,748.5	8,160.5

[1] Includes 2 miles of bituminous concrete.

NOTE.—The above information was compiled partly from cards received from county road officials and partly from a summary sheet furnished by Mr. J. J. Murray, secretary of the State road commission and United States collaborator.

TEXAS.

TABLE 50.—*Miles of public roads outside of incorporated cities, 1914.*

Counties.	Total mileage of all roads.	Surfaced roads.							Graded and drained earth roads.
		Macadam.	Gravel.	Sand-clay.	Other hard surfaced.	Total surfaced.	Percentage of total surfaced.	Increase in surfaced mileage over 1909.	
Anderson	652	.....	7	45	.....	52	7.97	32	300
Andrews	275	.....	.....	.....	.....	.....	.....	.....	.....
Angelina	200	.....	.....	.....	.....	.....	.....	.....	.....
Aransas	100	.....	.....	45	.....	45	45	35	25
Archer	1,500	.....	.....	400	.....	400	26.66	400	100
Armstrong	149	.....	.....	.....	.....	.....	.....	— 15	75
Atascosa	200	.....	.....	50	.....	50	25	— 10	50
Austin	500	.....	.....	100	.....	100	20	95	125
Bailey	165	.....	.....	.....	.....	.....	.....	.....	.....
Bandera	200	.....	.....	.....	.....	.....	.....	.....	.....
Bastrop	1,405	.....	80	25	.....	105	7.47	80	1,000
Baylor	192	.....	.....	12	.....	12	6.25	11.75	90
Bee	500	.....	.....	.....	.....	.....	.....	— 5	173
Bell	2,000	.....	.....	.....	.....	.....	.....	.....	.....
Bexar	1,032	.....	357.68	43.58	[1] 13	414.26	40.15	214.26	.....
Blanco	365	.....	.....	.....	.....	.....	.....	.....	.....
Borden	170	.....	.....	.....	.....	.....	.....	.....	.....
Bosque	800	.....	190	10	.....	200	25	185	400
Bowie	1,000	.....	42	.....	.....	42	4.2	2	250
Brazoria	600	.....	25	.....	[2] 20	45	7.5	45	100
Brazos	600	.....	.....	.....	.....	.....	.....	— 5	200
Brewster	292	.....	.....	.....	.....	.....	.....	.....	142
Briscoe	140	.....	.....	.....	.....	.....	.....	.....	40
Brooks	160	.....	.....	18	.....	18	11.25	18	.....
Brown	400	75	3	.....	.....	78	19.5	48	.....
Burleson	350	.....	.....	25	.....	25	7.14	15	50
Burnet	840	.....	.....	.....	.....	.....	.....	.....	198
Caldwell	328	.....	100	3	.....	103	31.4	89	25
Calhoun	305	.....	30.5	.....	[2] 45	75.5	24.71	75.5	105
Callahan	600	.....	10	75	[3] 15	100	16.66	60	400
Cameron	650	.....	.....	.....	.....	.....	.....	.....	350
Camp	300	.....	.....	.....	.....	.....	.....	.....	.....
Carson	77	.....	.....	.....	.....	.....	.....	.....	25
Cass	1,000	.....	.....	15	.....	15	1.5	15	85
Castro	170	.....	.....	.....	.....	.....	.....	.....	12
Chambers	175	.....	.....	10	[2] 25	35	20	30	130
Cherokee	500	.....	.....	.....	.....	.....	.....	— 70	200
Childress	300	.....	.....	.....	.....	.....	.....	.....	.....
Clay	1,000	.....	.....	.....	.....	.....	.....	— 5	500
Cochran	150	.....	.....	.....	.....	.....	.....	.....	.....
Coke	300	.....	.....	.....	.....	.....	.....	.....	75
Coleman	600	.....	.....	.....	.....	.....	.....	.....	200
Collin	678	125	.....	.....	[4] 3	128	18.87	125.5	550
Collingsworth	620	.....	250	35	.....	285	45.96	285	85
Colorado	1,170	.....	10	10	.....	20	1.7	20	50
Comal	290	20	70	.....	.....	90	31.03	— 10	50
Comanche	1,275	.....	.....	.....	.....	.....	.....	—105	575
Concho	150	.....	.....	.....	.....	.....	.....	.....	50
Cooke	310	.....	25	.....	.....	25	8.06	15	185
Coryell	925	.....	25	.....	.....	25	2.7	25	400
Cottle	300	.....	.....	.....	.....	.....	.....	.....	.....
Crane	100	.....	.....	.....	.....	.....	.....	.....	.....
Crockett	200	.....	.....	.....	.....	.....	.....	.....	30
Crosby	415	.....	.....	.....	.....	.....	.....	.....	15
Culberson	500	.....	.....	.....	.....	.....	.....	.....	100
Dallam	195	.....	.....	20	.....	20	10.25	19	100
Dallas	1,300	10	500	2	[5] 10	522	40.15	304	400
Dawson	100	.....	.....	.....	.....	.....	.....	.....	.....
Deaf Smith	200	.....	.....	.....	.....	.....	.....	— 20	100
Delta	450	.....	.....	.....	.....	.....	.....	.....	150
Denton	1,000	42	3	.....	[5] 3	48	4.8	33	100
De Witt	1,000	.....	.....	.....	.....	.....	.....	— 95	30
Dickens	175	.....	.....	.....	.....	.....	.....	.....	60
Dimmit	450	.....	.....	50	.....	50	11.11	30	200
Donley	275	.....	.....	200	.....	200	72.72	180	25
Duval	150	.....	.....	.....	.....	.....	.....	.....	.....
Eastland	200	.....	.....	55	.....	55	27.5	5	40
Ector	70	.....	.....	.....	.....	.....	.....	.....	.....
Edwards	425	.....	.....	.....	.....	.....	.....	.....	.....
Ellis	2,000	.....	400	.....	.....	400	20	269.5	.....

[1] Bituminous gravel. [2] Shell. [3] Cinder. [4] Concrete. [5] Bituminous macadam.

TEXAS—Continued.

TABLE 50.—*Miles of public roads outside of incorporated cities, 1914*—Continued.

Counties.	Total mileage of all roads.	Surfaced roads.							Graded and drained earth roads.
		Macadam.	Gravel.	Sand-clay.	Other hard surfaced.	Total surfaced.	Percentage of total surfaced.	Increase in surfaced mileage over 1909.	
El Paso	310	70	32	.....	.....	102	32.9	43.5	.....
Erath	1,200	.50	.50	100	[1] 30	131	10.91	70	100
Falls	312	.....	6	6	.....	12	3.84	— 38	200
Fannin	1,500	.....	.....	.....	.....	.....	.....	.....	.....
Fayette	1,050	.....	90	20	.....	110	10.47	10	150
Fisher	500	.....	.....	.....	.....	.....	.....	.....	20
Floyd	1,150	.....	.....	.....	.....	.....	.....	.....	500
Foard	116	.....	.....	1.5	.....	1.5	1.28	1.5	40
Fort Bend	500	.....	35	.....	[2] 17	52	10.4	29	348
Franklin	500	.....	35	.....	.....	35	7	35	40
Freestone	1,000	.....	.....	.....	.....	.....	.....	.....	.....
Frio	250	.....	.....	150	.....	150	60	125	.....
Gaines	115	.....	.....	.....	.....	.....	.....	— 1	40
Galveston	215	.....	.....	.....	[2] 124.85	124.85	58.11	113.85	60
Garza	455	.....	.....	.....	.....	.....	.....	.....	125
Gillespie	550	.....	25	100	.....	125	22.7	108	150
Glasscock	100	.....	.....	.....	.....	.....	.....	.....	30
Goliad	376	.....	10	12	.....	22	5.8	19	152
Gonzales	1,000	.....	43	.....	.....	43	4.3	— 2	300
Gray	200	.....	.....	.....	.....	.....	.....	.....	.....
Grayson	2,120	40	80	.....	.....	120	5.66	119.75	.....
Gregg	231	2	50	50	[3] 4	106	45.88	106	50
Grimes	245	20	25	50	.....	95	38.77	95	.....
Guadalupe	700	.....	.....	.....	.....	.....	.....	—223	.....
Hale	516	.....	.....	.....	.....	.....	.....	— 5	212
Hall	233	.....	.....	8	.....	8	3.43	8	100
Hamilton	350	.....	.....	.....	.....	.....	.....	— 30	50
Hansford	50	.....	.....	.....	.....	.....	.....	.....	.....
Hardeman	1,000	.....	.....	10	.....	10	1	10	290
Hardin	225	.....	.....	5	[2] 25	30	13.33	20	185
Harris	1,311	.....	69.8	40	[2] 285.6	395.4	30.22	130.4	200
Harrison	412	2	.....	60	.....	62	15.04	—101	200
Hartley	300	.....	.....	.....	.....	.....	.....	.....	200
Haskell	510	.....	.....	10	.....	10	1.96	10	100
Hays	500	.....	40	.....	.....	40	8	.....	10
Hemphill	160	.....	.....	.....	.....	.....	.....	— 7	75
Henderson	1,500	.....	.....	.....	.....	.....	.....	.....	.....
Hidalgo	1,045	.....	.....	.....	.....	.....	.....	.....	245
Hill	2,000	.....	21	6	[3] 5	32	1.6	24	768
Hockley	60	.....	.....	.....	.....	.....	.....	.....	.....
Hood	150	.....	50	.....	.....	50	33.33	50	50
Hopkins	900	.....	.....	.....	.....	.....	.....	.....	100
Houston	140	.....	.....	70	.....	70	50	60	20
Howard	133	.....	23	110	.....	133	100	123	.....
Hunt	1,600	.....	.....	.....	.....	.....	.....	.....	.....
Hutchinson	26	.....	.....	2	.....	2	7.69	2	.....
Irion	162	.....	5	42	.....	47	29.01	47	35
Jack	700	4	.....	15	.....	19	2.71	— 86	200
Jackson	500	.....	.....	.....	.....	.....	.....	—120	.....
Jasper	260	.....	.....	10	.....	10	3.84	10	120
Jeff Davis	250	.....	.....	.....	.....	.....	.....	.....	40
Jefferson	513	.....	.....	.50	[2] 110 [3] 2	112.5	21.95	27.5	300
Jim Hogg	40	.....	.....	.....	.....	.....	.....	.....	.....
Jim Wells	250	.....	.....	.....	.....	.....	.....	.....	150
Johnson	1,400	.....	100	50	.....	150	10.71	115	.....
Jones	1,000	.....	.....	41	.....	41	4.10	31	400
Karnes	400	.....	.....	.....	.....	.....	.....	— 3	200
Kaufman	1,600	.....	65	6	[4] 2	73	4.56	71	75
Kendall	285	.....	2	.....	[1] 5	7	2.46	7	.....
Kent	250	.....	.....	.....	.....	.....	.....	.....	100
Kerr	400	.....	100	.....	.....	100	25	83	200
Kimble	155	.....	.....	.....	.....	.....	.....	.....	25
King	80	.....	.....	.....	.....	.....	.....	.....	.....
Kinney	197	.....	.....	.....	.....	.....	.....	.....	197
Kleberg	211	.....	.....	16	.....	16	7.58	16	120
Knox	1,000	.....	.....	.....	.....	.....	.....	.....	.....
La Salle	250	.....	1	40	.....	41	16.4	41	159
Lamar	1,240	.....	40	.....	.....	40	3.22	36	200
Lamb	7	.....	.....	.....	.....	.....	.....	.....	.....

[1] Not classified as to type. [2] Shell. [3] Bituminous macadam. [4] Concrete.

TEXAS—Continued.

TABLE 50.—*Miles of public roads outside of incorporated cities, 1914*—Continued.

Counties.	Total mileage of all roads.	Surfaced roads.							Graded and drained earth roads.
		Macadam.	Gravel.	Sand-clay.	Other hard surfaced.	Total surfaced.	Percentage of total surfaced.	Increase in surfaced mileage over 1909.	
Lampasas	400	.....	.....	.....	.....	.....	.....	− 25	.....
Lavaca	800	.....	.....	100	.....	100	12.5	99.5	300
Lee	1,100	.....	.....	.....	.....	.....	.....	.....	.....
Leon	70	.....	.....	.....	.....	.....	.....	.....	15
Liberty	326	.....	.....	.....	[1] 46	46	14.11	−104	200
Limestone	800	.....	.....	.....	.....	.....	.....	− 4	.....
Lipscomb	150	.....	.....	.....	.....	.....	.....	.....	.....
Live Oak	355	2	.....	3	.....	5	1.4	5	50
Llano	488	.....	.....	.....	.....	.....	.....	.....	.....
Loving [2]	.....	.....	.....	.....	.....	.....	.....	.....	.....
Lubbock	280	.....	.....	.....	.....	.....	.....	.....	30
Lynn	190	.....	.....	.....	.....	.....	.....	.....	.....
McCulloch	350	.....	.....	.....	.....	.....	.....	.....	50
McLennan	1,576	.....	200	.....	{ [3] 6 [4] 70 }	276	17.51	191	1,000
McMullen	123	.....	.....	.....	.....	.....	.....	.....	78
Madison	515	.....	.....	.....	.....	.....	.....	.....	22
Marion	300	.....	.....	25	.....	25	6.33	25	50
Martin	75	.....	.....	5	.....	5	6.66	5	5
Mason	292	.....	.....	.....	.....	.....	.....	−100	70
Matagorda	255	.....	3	2	[1] 10	15	4.22	15	200
Maverick	195	25	20	.....	.....	45	23.07	45	10
Medina	780	10	10	20	.....	40	5.12	35	40
Menard	230	.....	10	40	[5] 100	150	65.21	150	60
Midland	100	.....	.....	50	.....	50	50	50	25
Milam	1,650	.....	62	100	.....	162	9.81	127	150
Mills	500	.....	.....	.....	.....	.....	.....	.....	200
Mitchell	275	.....	.....	.....	.....	.....	.....	.....	275
Montague	900	.....	20	.....	.....	20	2.22	20	100
Montgomery	900	.....	80	20	.....	100	11.11	−200	200
Moore	50	.....	.....	.....	.....	.....	.....	.....	.....
Morris	360	.....	.....	.....	.....	.....	.....	.....	160
Motley	135	.....	.....	5	.....	5	3.7	5	.....
Nacogdoches	902	.....	.....	27	.....	27	2.99	15	75
Navarro	2,000	.....	90	.....	.....	90	4.5	90	910
Newton	400	.....	.....	.....	.....	.....	.....	.....	200
Nolan	533	6	22	5	.....	33	6.19	33	100
Nueces	560	.....	26.50	6.9	[4] 1.13	34.53	7.77	14.53	525
Ochiltree	145	.....	.....	.....	.....	.....	.....	.....	35
Oldham	200	.....	.....	.....	.....	.....	.....	.....	.....
Orange	200	.....	7	.....	[1] 18	25	12.5	10	.....
Palo Pinto	288	12.5	13	.....	[6] 3	28.5	9.87	28.5	20
Panola	1,000	.....	.....	.....	.....	.....	.....	.....	125
Parker	1,800	.....	300	.....	.....	300	16.66	300	500
Parmer	255	.....	.....	.....	.....	.....	.....	.....	40
Pecos	750	.....	.....	.....	.....	.....	.....	− 15	250
Polk	600	.....	.....	.....	.....	.....	.....	.....	.....
Potter	300	.....	.....	.....	.....	.....	.....	− 1	100
Presidio	215	20	.....	20	[5] 50	90	41.86	65	25
Raines	285	.....	.....	.....	.....	.....	.....	.....	.....
Randall	450	.....	.....	.....	.....	.....	.....	.....	300
Reagan	165	.....	.....	.....	.....	.....	.....	.....	.....
Real	125	.....	.....	.....	[5] .5	.5	.01	.50	.....
Red River	950	.....	.....	.....	.....	.....	.....	.....	200
Reeves	190	.....	.....	.....	.....	.....	.....	.....	65
Refugio	200	.....	.....	.....	.....	.....	.....	.....	150
Roberts	70	.....	.....	.....	.....	.....	.....	.....	10
Robertson	450	.....	150	30	.....	180	40	180	170
Rockwall	210	.....	.....	.....	.....	.....	.....	.....	130
Runnels	450	.....	.....	.....	.....	.....	.....	.....	.....
Rusk	950	.....	.....	.....	.....	.....	.....	.....	.....
Sabine	350	.....	.....	.....	.....	.....	.....	.....	120
San Augustine	550	.....	.....	.....	.....	.....	.....	.....	.....
San Jacinto	330	.....	.....	.....	.....	.....	.....	.....	15
San Patricio	136	.....	.....	.....	.....	.....	.....	.....	36
San Saba	745	.....	25	20	[4] 11	56	7.51	56	15

[1] Shell.
[2] No report for this county in 1904, 1909, or 1914, as it is but sparsely settled.
[3] Concrete.
[4] Bituminous macadam.
[5] Not classified as to type.
[6] Cinder.

TEXAS—Continued.

TABLE 50.—*Miles of public roads outside of incorporated cities, 1914*—Continued.

Counties.	Total mileage of all roads.	Surfaced roads.							Graded and drained earth roads.
		Macadam.	Gravel.	Sand-clay.	Other hard surfaced.	Total surfaced.	Percentage of total surfaced.	Increase in surfaced mileage over 1909.	
Schleicher	230								30
Scurry	400							— 10	200
Schackelford	241							— .5	50
Shelby	1,000								
Sherman	150								
Smith	650			200		200	30.76	180	50
Somervell	165		15	40		55	33.15	60	50
Starr	173		2			2	1.15	— 73	
Stephens	388			1.5		1.5	.38	.5	63
Sterling	124								40
Stonewall	175			15		15	8.57	3	20
Sutton	200								
Swisher	261								61
Tarrant	1,086	6.5	500	5	[1] 75	586.5	53.98	256.5	200
Taylor	453	8	40	5		53	11.25	43	200
Terrell	150								150
Terry	240			20		20	8.33	15	
Throckmorton	175								
Titus	450							— 10	50
Tom Green	300								250
Travis	1,150	4	75	20	[2] 14 [3] .25	113.25	9.84	— 61.75	354
Trinity	294			34		34	11.56	34	10
Tyler	160							— 25	
Upshur	600							— 3	40
Upton	104								44
Uvalde	405		5			5	1.23	5	150
Val Verde	260	2.5	2			4.5	1.73	— 70.5	5
Van Zandt	1,230		10	45		55	4.46	55	175
Victoria	795		145			145	18.23	128	350
Walker	420			55		55	13.09	44	20
Waller	319		4	35		39	12.22	39	230
Ward	181	4		2		6	3.31	6	25
Washington	600								300
Webb	300		50	25		75	25	— 50	35
Wharton	806		6			6	.74	5	800
Wheeler	175								
Wichita	975							— 3	355
Wilbarger	800			70		70	8.75	66	200
Willacy	72			9.5		9.5	13.28	9.5	
Williamson	1,505		255			255	16.94	192	1,050
Wilson	600				[4] 100	100	10	100	
Winkler	125								
Wise	1,700		35			35	2.05	— 15	
Wood	500			150		150	30	142	300
Yoakum	73				[4] 16	16	21.91	16	17
Young	1,015							—156	215
Zapata	60								
Zavalla	220							— 1	20
Total	128,960	511.00	5,258.98	3,490.48	1,265.33	10,526.79	8.16	5,640.79	29,866

[1] Bituminous macadam. [2] Shell. [3] Concrete. [4] Not classified as to type.

TABLE 51.—*Miles of all public roads, State and local, outside of incorporated cities, 1914.*

County.	Total mileage, all roads.	Surfaced roads.								Graded and drained earth roads.
		Macadam	Bituminous macadam.	Gravel.	Sand-clay.	Other hard surfaced roads.	Total surfaced.	Per cent of total surfaced.	Increase in surfaced road mileage over 1909.	
Accomac	[1] 550	4.47			[2] 79.87	10.28 shell	94.62	17.2	89.37	
Albemarle	914	8.7	4.7				13.4	1.46	5.15	200
Alexandria	101	31	7.4	24.5		9 cinders, 0.5 concrete, 1 Belgian block.	73.4	72.52	42.4	24
Alleghany	350					15 slag surfaced	15	4.28		100
Amelia	500				[2] 27		27	5.4	27	
Amherst	600	42			2		44	7.33	22	
Appomattox	500				9		9	1.8	6	250
Augusta	1,997	30	67				97	4.85	36.5	100
Bath	326	10.5					10.5	3.22	3.5	
Bedford	775	9			2	10 old railroad ballast	21	2.7	14.5	400
Bland	525									25
Botetourt	600	8					8	1.33	8	10
Brunswick	685			20	75		95	13.85	90	
Buchanan	331									6
Buckingham	700				[2] 9		9	1.28	9	
Campbell	562	5.5	3.5			.25 rough rubble paved	9.25	1.64	— 1.75	200
Caroline	700			65			65	9.28	50	110
Carroll	1,070									2
Charles City	240			6.33	5.06		11.39	4.74	— 10.61	
Charlotte	900	6			100		106	11.77	101	
Chesterfield	600			200	2.5		202.5	33.75	102.5	50
Clarke	312	40.5					40.5	12.98	.5	
Craig	225									
Culpeper	500	40.9					40.9	8.18	27.4	
Cumberland	150				13		13	8.66	12.75	37
Dickenson	601								— 10	41
Dinwiddie	600			52	[2] 72		124	20.66	4	68
Elizabeth City	80		3.5			.5 brick and 36 shell	40	50	6	40
Essex	200			5	21		26	13	21	
Fairfax	620	10.25	2.5	30			42.75	6.89	— 2.25	
Fauquier	879	9	20				29	3.29	18.5	
Floyd	800								— 10	100
Fluvanna	200									
Franklin	1,500					10	10	.66	10	
Frederick	700	7	[3] 46				53	7.57	— 25	92

Giles	400									100
Gloucester	375				7	.25 shell	7.25	1.93	7.25	30
Goochland	400	.34		7.98	[1] 8.36		16.68	4.17	— 10.32	
Grayson	613									13
Greene	225									
Greenesville	170			100			100	58.82	— 3	45
Halifax	907				78		78	8.57	43	17
Hanover	600			41.34	4.01	4	49.35	8.22	43.35	
Henrico	900	14.06	2.07	104.32			120.45	13.38	— 90.55	390
Henry	850	2.25		1	3.5		6.75	.79	6.75	200
Highland	200								— 15	33
Isle of Wight	500			.25	25		25.25	5.05	19.25	
James City	335	3			25	1 shell	29	8.65	17	100
King and Queen	400									20
King George	225			5			5	2.22	5	
King William	270				2.76		2.76	1.02	2.76	
Lancaster	175				49		49	28	41	
Lee	450	48					48	10.66	43	63
Loudoun	868	45	2				47	5.41	29	
Louisa	400			7.37	13.24		20.61	5.15	6.61	
Lunenburg	179				88.5		88.5	49.44	88.5	1
Madison	375	3.5					3.5	.93	3.5	
Mathews	125									25
Mecklenburg	797	12			303		315	39.52	260	234
Middlesex	130				29		29	22.3	29	
Montgomery	400	37.5					37.5	9.37	10.5	3
Nansemond	1,000			8	70	7 marl	85	8.5	65	230
Nelson	500	6					6	1.2	6	10
New Kent	250				6.6		6.6	2.64	6.6	
Norfolk	425	35					35	8.31	— 24.66	298
Northampton	157	1.37			25.75	1.5 shell	28.62	18.22	28.62	
Northumberland	195				42		42	21.53	42	
Nottoway	400			2	[4] 86		88	22	68	20
Orange	478	35			[5] 13		48	10.4	19	30
Page	500								— 16	
Patrick	1,100									100
Pittsylvania	[1] 1,250	30			20		50	4	40.75	
Powhatan	300				[2] 3		3	1	2	
Prince Edward	441	10	.5		20	.89 concrete	31.39	7.11	12.39	200
Prince George	500			9			9	1.8	9	
Prince William	[1] 400	3		12		3	18	4.5	18	
Princess Anne	1,017				2	15 shell	17	1.67	— 8	
Pulaski	658	50				8 old railway grade	58	8.81	38	
Rappahannock	260	14					14	5.38	— 26	
Richmond	130				31.5		31.5	24.23	31.5	
Roanoke	400	3	17				20	5	— 17	
Rockbridge	775	29					29	3.74	4	100
Rockingham	1,627	131	6				137	8.32	65	
Russell	511	90		3			93	18.19	53	10

[1] From 1909 report; the total mileage figures for 1914 not obtainable.
[2] Top soil which is a natural sand-clay mixture.
[3] Includes 20 miles of toll road which is traffic bonded macadam.
[4] Includes 80 miles of top soil road.
[5] Includes 3 miles of top soil road.

TABLE 51.—*Miles of all roads, State and local, outside of incorporated cities, 1914*—Continued.

County.	Total mileage, all roads.	Surfaced roads.								Graded and drained earth roads.
		Macadam	Bituminous macadam.	Gravel.	Sand-clay.	Other hard surfaced roads.	Total surfaced.	Per cent of total surfaced.	Increase in surfaced road mileage over 1909.	
Scott	780									63
Shenandoah	1,158	18.5	36				54.5	4.7	11.5	
Smyth	384	40.55					40.55	10.55	10.55	48
Southampton	655				55		55	8.39	43	
Spotsylvania	452	1.7		49	11		61.7	13.65	61.7	
Stafford	296			36			36	12.16	33	
Surry	300				8		8	2.66	4	100
Sussex	1,200				5		5	.41	1	45
Tazewell	515	88.8	.6				89.4	1.73	67.9	73
Warren	315	10.5					10.5	3.33	2.5	304
Warwick	87			3	3	9 shell	15	17.24	9	70
Washington	475	55					55	11.57	15	20
Westmoreland	221			30	40		70	3.16	61.25	
Wise	279	35	37		1		73	26.16	59	68
Wythe	[1] 700	62					62	8.85	8	
York	132				15		15	11.36	15	59
Total	53,388	1,177.89	255.77	822.09	1,511.65		3,909.57	7.32	2,006.82	4,977

[1] From 1909 report; the total mileage figures for 1914 not obtainable.

WEST VIRGINIA.

TABLE 52.—*Miles of all public roads, State and local, outside of incorporated cities, 1914.*

County.	Total mileage, all roads.	Surfaced roads.								Graded and drained earth roads.
		Macadam, plain.	Bituminous macadam.	Brick, paved.	Concrete.	Gravel.	Total surfaced.	Percentage of total surfaced.	Increase in surfaced road mileage over 1909.	
Barbour	624	.....	.....	4	.....	.....	4	.6	4	130
Berkeley	456	97	.....	.....	.....	[1] 48	145	31.8	80	110
Boone	575	.....	.....	.....	.....	.....	.....	.....	.....	45
Braxton	780	.....	.....	.....	.....	.....	.....	.....	.....	80
Brooke	175	50	.....	2	.....	.....	52	29.2	36	100
Cabell	400	.....	1	18	.....	.....	19	4.75	16.5	100
Calhoun	500	.....	.....	.....	.....	.....	.....	.....	.....	50
Clay	450	.....	.....	.....	.....	.....	.....	.....	.....	.....
Doddridge	800	.....	.....	.....	.....	.....	.....	.....	.....	100
Fayette	933	9	6	.....	.....	.....	15	1.6	12.5	53
Gilmer	650	.12	.....	.....	.....	.....	.12	.018	—13	50
Grant	311	.....	.....	.....	.....	.....	.....	.....	.....	50
Greenbrier	827	8	.....	.....	.....	.....	8	.96	8	60
Hampshire	950	.....	.....	.....	.....	.....	.....	.....	.....	.....
Hancock	184	.80	.....	15	.....	.....	15.8	7.6	15.8	68
Hardy	320	.....	.....	.....	.....	.....	.....	.....	.....	.....
Harrison	700	5.50	11.25	4	.....	.....	20.75	2.9	10.75	250
Jackson	1,200	.....	.....	.....	.....	.....	.....	.....	.....	450
Jefferson	340	280	.....	.....	.....	.....	280	82.4	112	40
Kanawha	830	.....	.....	3	.....	.....	3	.36	1	100
Lewis	752	1.50	.....	.50	.....	.....	2	.26	2	100
Lincoln	665	4	.....	.....	.....	.....	4	.6	4	61
Logan	200	.....	.....	4	.....	.....	4	2	4	46
McDowell	445	10	.....	.....	.....	.....	10	2.2	3	35
Marion	650	.....	9.70	14	5	2	30.7	4.7	28.2	275
Marshall	700	40	.....	11	.....	10	61	8.7	—12	250
Mason	900	.....	.....	.....	.....	.....	.....	.....	.....	100
Mercer	402	15	27	.....	.....	.....	42	10.4	39.6	260
Mineral	300	.....	.....	.....	.....	.....	.....	.....	.....	50
Mingo	200	2	.....	4	.....	.....	6	3	6	42
Monongahela	800	1	1	1.10	.....	.....	3.1	.38	—36.9	200
Monroe	600	8	.....	.....	.....	.....	8	1.3	8	100
Morgan	325	1	.....	.....	.....	.....	1	.03	1	.....
Nicholas	516	25	.....	.....	.....	.....	25	4.8	25	.....
Ohio	280	177	7	20	.....	.....	204	80.0	49	76
Pendleton	250	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pleasants	290	.....	.....	.....	5.50	.50	6	2.07	6	30
Pocahontas	500	14	.....	.....	.....	[2] 30	44	8.8	40	95
Preston	1,200	.....	.....	2	.....	.....	2	.16	2	400
Putnam	570	.....	.....	.....	.....	.....	.....	.....	.....	16
Raleigh	616	.....	.....	.....	.....	.....	.....	.....	.....	16
Randolph	1,000	.....	.....	.....	.....	.....	.....	.....	.....	150
Ritchie	900	.....	.....	.....	.....	.....	.....	.....	.....	75
Roane	700	.....	.....	2	2	.....	4	.57	4	76
Summers	485	.....	.....	.....	.....	.....	.....	.....	.....	85
Taylor	366	8	.....	3	.....	.....	11	.3	8	150
Tucker	400	.....	.....	.....	.....	.....	.....	.....	.....	100
Tyler	520	5	.....	.25	.....	.....	5.25	1.01	— 1	100
Upshur	800	.....	.....	.....	.....	.....	.....	.....	.....	50
Wayne	700	.....	.....	3	.....	.....	3	.42	3	100
Webster	338	.....	.....	.....	.....	.....	.....	.....	.....	38
Wetzel	630	.....	.....	.25	.....	.....	.25	.03	—25.75	300
Wirt	490	.....	.....	.....	.....	.....	.....	.....	.....	90
Wood	1,029	10	.....	10	6	.....	26	2.5	20	303
Wyoming	500	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total	32,024	771.92	62.95	121.10	18.50	90.50	1,064.97	3.3	473.57	5,705

[1] Includes 40 miles of shale. [2] Shale.

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